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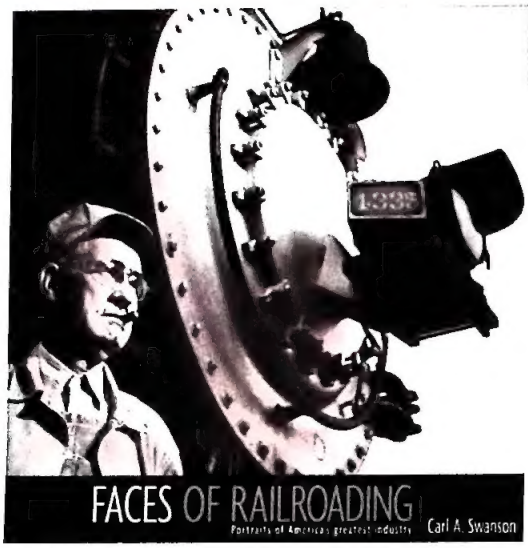

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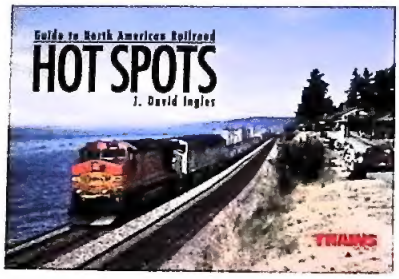

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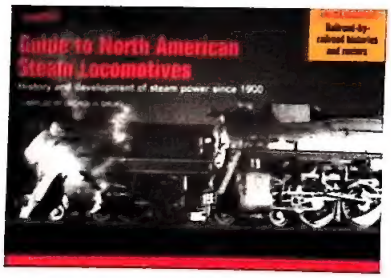

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Keepers of the flame of history

Photographs, personal recollections, and historical studies are invaluable tools for looking into railroading's fascinating past. But no matter how creative the photographer, how deft the writer, how thorough the study, they can't capture the whole experience. Consider steam locomotives: only in person can one catch the smell of hot oil, the sting of falling cinders, the feel of reciprocating power underfoot, not to mention the glorious sights and sounds. Alas, diesels replaced steam decades ago, so these experiences should no longer be available to us.

But they are. At scores of places across the continent, dedicated people labor, usually without pay, to keep steam and myriad other facets of railroading's past alive. Nearly every topic in an issue of Classic Trains has a parallel in preservation today. The two-footers Mal Ferrell writes about [pages 82-84] are being revived at multiple locations in Maine. Trains like the ones Fred Matthews photographed [pages 50-60] may be found at museums and tourist lines up and down the West Coast. GG1's, stars of Jim Neubauer's North Philly show [pages 66-71], have wandered as far from the Northeast Corridor as Wisconsin and Texas. Thanks to thousands of "keepers of the flame," tangible elements of railroad history are all around us.

We felt Classic Trains was missing something by giving only token attention to rail preservation, as had been the case up to now. So, starting with this issue, we present "Classics Today" [pages 46-49]. Each issue will contain an article about some aspect of the contemporary preservation scene. In some cases, "Classics Today" will tie in with a historical piece in the same issue. Other installments, like our inaugural *20th Century Limited* observation car article, will stand on their own.

Whether you actively tend the flame of history, or support the work of those who do, we hope you enjoy "Classics Today."

Robert S. McGonigal

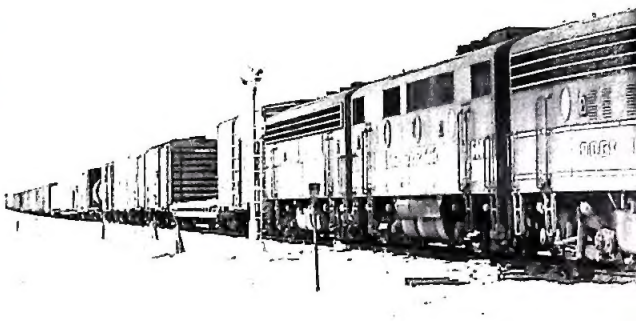
Kaufmann & Fabry

Karl Zimmermann

The *Century*'s elegant tailsign, introduced in 1938 (top), is once again part of the railroad scene.

Classic Trains
THE GOLDEN YEARS OF RAILROADING

Spring 2006 • Volume 7 Number 1



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In winter 1969, an almost-cornfield-meet on the Rock Island

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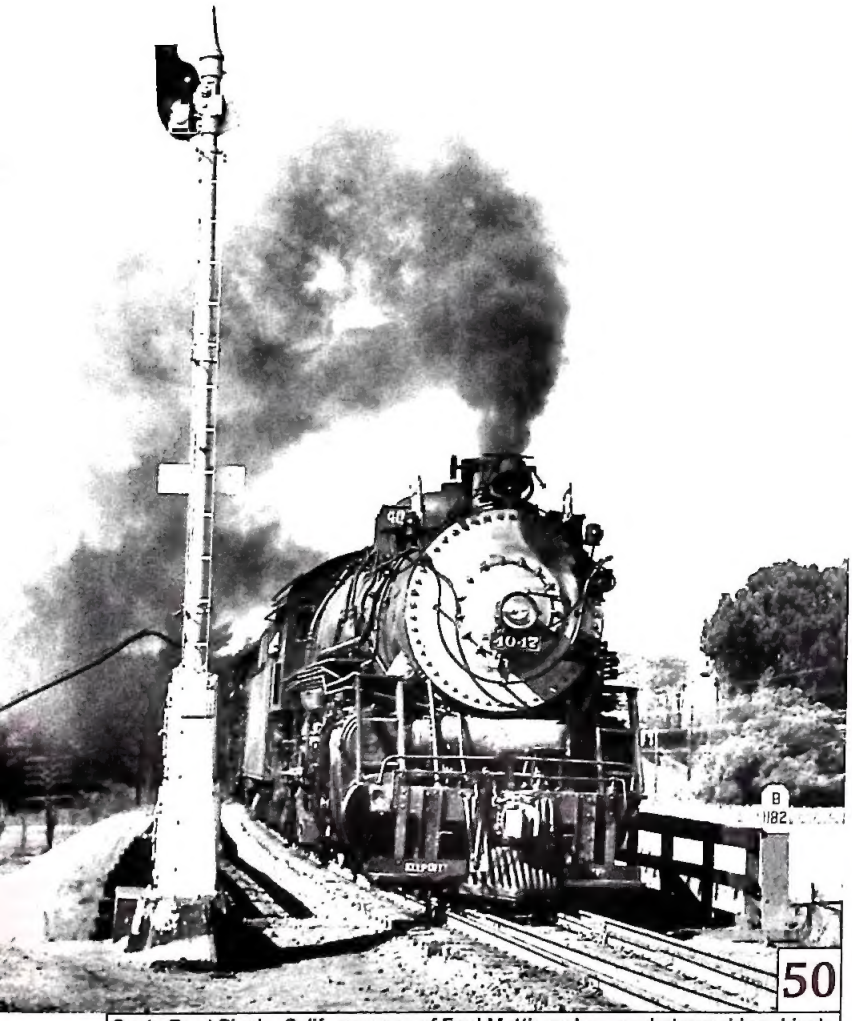

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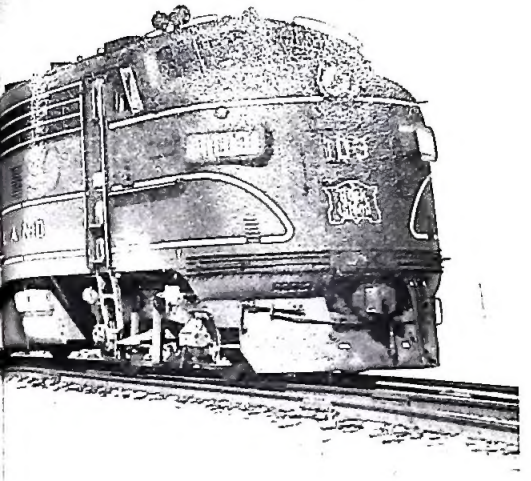
Santa Fe at Pinole, Calif., was one of Fred Matthews' many photographic subjects

On the cover: Yreka Western 0-6-0 No. 8 arrives at Montague, Calif., location of the 8-mile YW's interchange with Southern Pacific's Siskiyou Line, with a freight from Yreka. Historian-photographer Fred Matthews took the photo on August 1, 1949 (see page 50).



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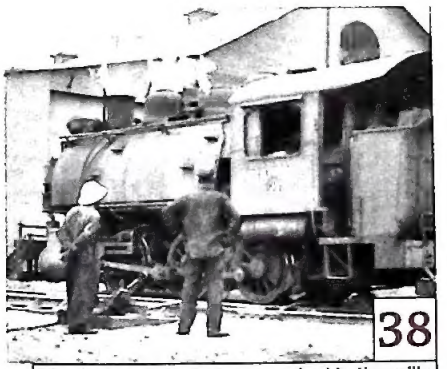

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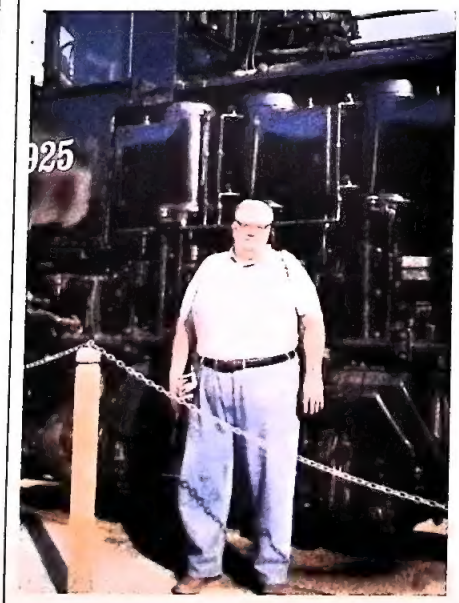
Contributors

John Gruber ["Remarkable Luck: Fred Matthews' 59 Years of Photography," pages 50-59] is president and founder of the Center for Railroad Photography & Art. An accomplished photographer in his own right (he received the Railway & Locomotive Historical Society's photography award in 1994), John has been contributing photos to TRAINS magazine and other publications for more than 40 years. He lives in Madison, Wis. This is John's 14th byline in CLASSIC TRAINS.

J. David Ingles ["Hometown Connections," pages 20-21, and "Tracking Down C&O's Alcos," pages 32-37] is Senior Editor of CLASSIC TRAINS and TRAINS magazines. A TRAINS staffer since 1971, Dave has long had a special interest in diesel locomotives.

Thomas Lawson Jr. ["Final Fires of Birmingham," pages 38-45] was born and raised in Birmingham, Ala. He took his first locomotive pictures with a 120 Brownie box camera in 1955 at age 11. By 1958 he had moved up to a series of "beloved" Kodak 616 folding cameras for locomotive portraits and 8mm movie cameras for action shots. After graduating from the University of Tennessee in 1966, Tom worked for 7½ years at U.S. Steel's Fairfield Works as Locomotive Terminal Foreman. In 1974 he went into the rebuilt-locomotive business, working for such southern dealers as Birmingham Rail & Locomotive Co., Republic Locomotive Works, and Locomotive Marketing, Inc. Tom owned a 50-ton Shay from 1970 to 1983 (that's the North Carolina Transportation Museum's Graham County three-trucker No. 1925 behind him, below left) and has authored two books, *Logging Railroads of Alabama* and *Shay—The Supplement*. He is married with two children and still lives in Birmingham. This is Tom's first CLASSIC TRAINS byline.



Greg McDonnell ["TH&B: A Larger-Than-Life Presence," pages 16-19] is a firefighter who lives in Cambridge, Ontario, with his wife, Maureen. Although this is only his second piece for CLASSIC TRAINS, following one on Canadian-built Geeps [Fall 2001], he authored seven stories for DIESEL VICTORY, our 2006 Special Edition, and has been contributing articles and photos to TRAINS and other periodicals for nearly three decades. He is the author of nine books and is editor of Boston Mills Press' Masters of Railway Photography book series.

Robert S. McGonigal ["How to Streamline a Pacific," pages 60-66] joined the TRAINS staff in 1993 and has been Editor of CLASSIC TRAINS since its founding in 2000.

Jim Neubauer ["One Day at . . . North Philadelphia, Pa.," pages 66-71] is a lifelong "total-immersion" hobbyist-railroader. A Windy City native, he has been President/Editor/Trip Director of the Railroad Club of Chicago. As a tour escort, he rode many of the great limiteds and sold rail travel to clients. He was an in-house and consulting ad copywriter for Kalmbach and an occasional contributor to TRAINS. "Nubes" has been a brakeman/fireman/conductor for Mid-Continent Railway Museum, where he owns an ex-Rock Island baggage-coach combine car. He worked for the Rock Island as a clerk (editorial assistant) and the Chicago & North Western as yard clerk and as biller. He models in HO scale, and currently is retired but finds time to edit the quarterly magazine *Remember the Rock*. He has written scripts for documentary rail videos for producers. That's a Buf-

falo Creek & Gauley caboose he's waving from (above). This is Jim's first, but we doubt last, CLASSIC TRAINS byline.

Dan Sabin ["Of Dispatcher Rosey, a Howling Snowstorm, and an Almost-Cornfield-Meet," pages 22-31] made a career of railroading and is now president of the Iowa Northern Railway. He's pictured at age 14 in the cab of a CB&Q

E7 on the *Zephyr Rocket*. This is Dan's second CLASSIC TRAINS byline, following "Railroading in a Foreign Tongue," a memoir of his time on CP Rail in Vermont, in our Spring 2003 issue.

Karl Zimmermann ["A Comeback for the *Century*," pages 46-49] is a longtime contributor to TRAINS and other magazines, as well as the author of 15 books. In addition to his two bylines in CLASSIC TRAINS, Karl has contributed articles for three of our Special Editions. He lives in northern New Jersey.

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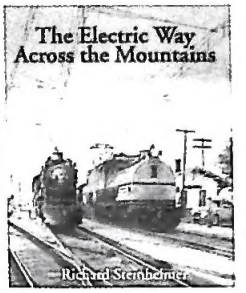

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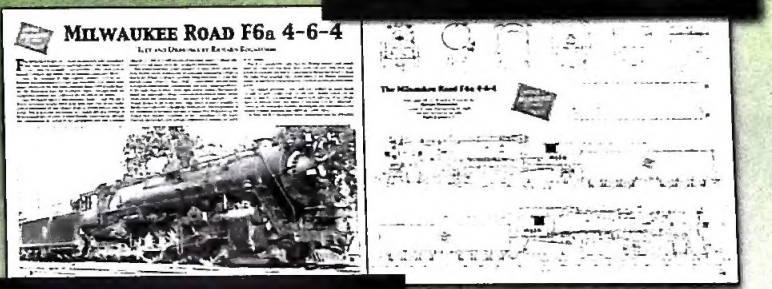

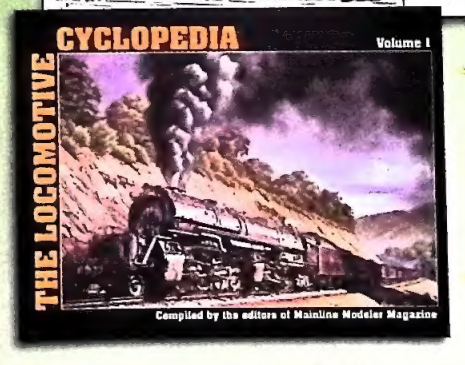

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C&EI's reborn star

Chicago & Eastern Illinois 4-6-2 1008 dashes past the Chicago & Western Indiana roundhouse on the South Side of the Windy City on August 14, 1941. Tied to the fancy Pacific's tail is the train for which she was streamlined less than a year earlier, the *Dixie Flagler.* But as the sequence of photos on pages 60-65 of this issue shows, this is not quite the guise in which No. 1008 emerged from C&EI's Danville, Ill., shops in late 1940. Collision damage forced the newly shovel-nosed 4-6-2 back into the shop, and when she hit the road again, it was with the conical nose seen here. Some roads might have dispensed with the sheet-metal repairs altogether, but on the relatively small, low-profile C&EI, the *Dixie Flagler* was a celebrity that deserved a star on the head end. In time, war and diesels would prompt the road to strip the 1008 of her streamlining; see page 94 for the results.

Dan Peterson

Frank Barry and the narrow-gauge

I first became acquainted with the work of Frank Barry ["Final Winter for the Narrow-Gauge," pages 20-31, Winter 2005] around 1960, when his coverage of Mexican steam started showing up in rail magazines. I have long considered him to be one of the premier steam photographers from that era.

I also made several trips to the narrow-gauge in the early '60's, and in March 1964, on my final trip to Chama during the Rio Grande era, I finally caught up with and met Frank and Barbara, the only time we ever connected face-to-face.

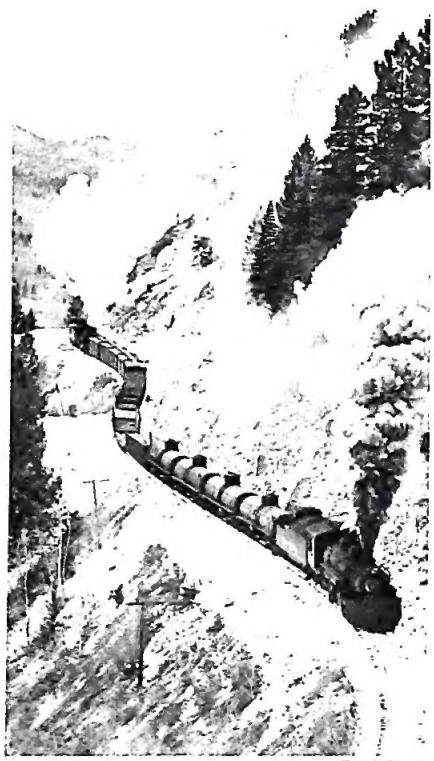
I even bought two 8x10 prints from him, little suspecting that I was helping keep him financially afloat. One of those photos is this one (right), and it is among the finest black-and-white images I've ever seen of that railroad. Frank is also the only person I've ever met who shares my date of birth, which makes one wonder whether the alignment of the stars has a bearing on what we become.

Some photos I made in the early 1960's are in a screensaver (with sound) that is being marketed by a group called "Save the D&RGW 483," which is trying to raise funds for the restoration of that locomotive. All photographic contributors provided their material gratis. The CD is $20 plus shipping; all profits go to the restoration fund. The group's Web site is: www.drgw483.net.

Tom Gildersleeve, Santa Clarita, Calif.

I noticed a couple of errors in my captions. The photo on pages 20-21 was taken not in Chama but at Cumbres. It's the last shot I got of the snow train, disappearing into the whiteness, before the section crew had to dig me out. I apologize for inadvertently writing "Chama" on the back of the print. Regarding the night photo on page 22, while I was there, the plows were not removed or added to the engines, as the caption-writer must've surmised. Certain engines had plows, and kept them all summer, while others did not. When it snowed heavily, an engine with a plow was usually put in front. Those with plows were 483, 484, 487, 488, 493, and 499, which represented half the engines then in freight service.

Frank Barry, Groton, N.Y.



Frank Barry

Barry says, "I may have climbed a tree" for this January 3, 1964, photo at Hamilton Point, Colo., with engines 487 up front and 493 pushing.

Frank Barry's Rio Grande photos are magnificent, but the story behind the images interested me more. In 1967, when I was a frequent Chama visitor, a notice posted on the engine-terminal call board read, "Railroaders and visitors are cordially invited to view the photographic exhibit, 'The Battle of Cumbres Pass' on display at the Chama Branch of Espanola State Bank (photography by Frank Barry)."

I accepted the invitation and was inspired. The branch manager told me that after the prints had been purchased, the bank had destroyed the negatives to increase the portfolio's value. I was shocked. When Frank and I subsequently met in the '70's, though, I was pleased to learn that he still possessed all his negatives, and he did not know why the banker would've said otherwise.

Roger Cook, Oradell, N.J.

Across the lake on the Pere Marquette

Kevin Keefe's "Fallen Flags Remembered" entry ["Pere Marquette: Bigger Than It Looked," pages 16-19] really brought back memories. I grew up in Detroit and regularly traveled to my grandparents in Manitowoc, Wis. Usually we went by train, by way of Chicago, but occasionally we would drive, and come back via the PM carferry to Ludington.

During summer 1946 I was between discharge from the Army and beginning a fall term at college, and I decided to make a trip to Manitowoc, by Pere Marquette all the way. We left Detroit at 12:10 a.m., and arrived at Saginaw at 5:15 a.m. to change trains; the Ludington train was due out at 6:45. After a 20-minute stop at Baldwin, junction with the Grand Rapids-Petoskey line where we met a northbound train, we arrived at Ludington at 11:30 a.m., behind a light 4-6-2. On the train I met a young lady en route home to Green Bay, and since the sailing wasn't until 5:30 p.m., we had a nice time walking around town and otherwise killing the afternoon in Ludington before enjoying a pleasant lake crossing, including dinner on the boat. That was a while before I met my future wife, but a nice memory nonetheless.

Don Pitz, Watertown, N.Y.

Snow job in Chicago

Regarding Dave Ingles' story, "After Chicago's Big Storm," about the big snow of January 1967 [pages 32-39], I was working as a switchman at Missouri Pacific's Lesperance Street yard in St. Louis, and we had many gondolas come into the yard carded "snow." By the time they got to St. Louis, the weather had warmed up and they were mostly empty.

Norbert Shacklette, Villa Ridge, Mo.

Dave Ingles' snow-scene photo on the "Contents" pages [4-5] looked tantalizingly familiar, but I had to admit it could've been taken in any number of Chicago bungalow neighborhoods. Then my eyes finally landed on the street sign in the lower right-hand corner on page 33: 65th Place and Central Park Avenue, just a few blocks from where I grew up, on 60th Street and Central Park.

Incredible! These were the very streets I roamed until we moved away in 1972, when I was 13. I still live in Chicago, not

far away, and had to go back to compare. The old GTW elevated line now is single-track and seldom-used, but the view from up there—especially after a recent 10-inch snowfall—was much the same.

Anthony Caciopo, Chicago, Ill.

During the big snow of 1967, I was working for the Chesapeake & Ohio as a block operator on what was referred to as the "tag-end relief." Our 24-hour towers had a man on each shift and a relief "op" working two days, two afternoons, and one night trick. The tag-end operator picked up the remaining night trick in four towers: Monday and Tuesday at Delray in Detroit; Wednesday at Rougemere Yard in Dearborn just to the west; Thursday at Plymouth, the crossing of two C&O main routes 15 miles farther west; and Friday at Ensel Yard in the north end of Lansing, 90 miles from Detroit.

Although we were getting a lot of snow in Plymouth, it didn't seem all that bad. Listening in on the block phone to trains working at Ensel and talking with the Ensel operator, though, convinced me I should take the train home. Still not realizing how much snow Lansing had, I caught No. 11, the morning *Pere Marquette*, on-time at 8:45 a.m. A relief crew was on board for a freight at Ensel, so I got off there with them. The dead crew got on No. 11, and we followed them; the engineer slowed to a crawl at Airport Road so I could drop off. Since none of the streets had been plowed, I trudged the half-mile in street shoes to home, which I reached by noon.

My dad worked in downtown Detroit, and when the bank didn't open that morning, he left for Lansing about the same time I was catching the train at Plymouth—except he was driving on I-96! That night, as I was walking down the middle of Grand River Avenue about 10:30 on my way to work at Ensel, the only auto I saw was being driven by Dad—he was just getting in from Detroit!

How much snow did Lansing get? An all-time record 20.4 inches! The next closest: 15.1 inches on January 26, 1978.

Tim Parker, Perry, Mich.

My father and I were beginning a return trip home to Sioux Falls, S.Dak., from Toronto the night before the storm hit Chicago. We boarded our Pullman in

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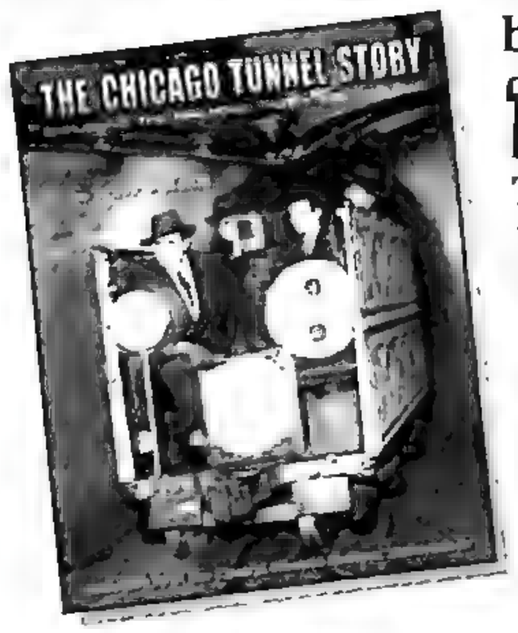

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Fast Mail

the late evening on the CN-GTW *International,* expecting to arrive at 8 a.m. the next morning, but we awoke moving slowly through heavy snow in what we soon learned was central Michigan. We pulled into Chicago in late afternoon. The city was at a standstill—huge drifts everywhere and just a few people moving about, on skis or snowshoes. Our planned day in the city became a rush to get to Union Station (I don't recall exactly how we did that) to make Milwaukee Road's *City of Portland* for Omaha. Like everything that day, it would leave late, after a quick clean-up and re-stocking following a late arrival. We left about two hours late, with the consist not turned. Of my many trips to Chicago over the years, this one stands out above all the rest!

Wayne Kerslake, Sioux Falls, S.Dak.

A rare first-person account

When I started reading "More Than a Touch of Class," by G. Mac Sebree in "The Way It Was" [pages 81-84], I recalled reading the Interstate Commerce Commission report on that incident several months ago while I was searching for information on a wreck on the Santa Fe at Hardin, Mo., on August 13, 1959. The details of that wreck, involving train 7, the *Fast Mail,* and a work train, were told to me by an old Wabash conductor. The only documentation I've found so far are the engine numbers of the locomotives destroyed in the wreck: E8AM 82L and H16-44 2815.

So, it was a pleasant surprise to read Sebree's first-person account of the Carrollton wreck. That had to be quite a ride! The fact that no one was killed in an 85-mph derailment speaks volumes about the safety of rail travel.

Rod Boling, Kansas City, Mo.

Drive a bus? No, thanks

The commentary in "Yellow, Orange, and Green in Cincinnati" ["Car Stop," pages 90-91] implies all the Cincinnati Street Railway operation was on double-wire. There was some single-wire operation, outside the Cincinnati city limits, I believe in St. Bernard. I remember the car would stop, and a man stationed at the city limits would come out and pull one pole down leaving Cincinnati, or put it up entering the city. I was only 7 or 8 when we rode streetcars on that route.

Although streetcars stopped running in Cincinnati in the early 1950's, trolley buses ran on double-wire routes into the late '50's or early '60's. I know they were running in '59, for that was the year I got my driver's license, and I drove to the carbarn to photograph the electric buses leaving for the afternoon rush hour.

My grandfather operated the streetcars and trolley buses on the "Owl" runs. When the trolley buses were taken out of service, he retired—he didn't want to drive a diesel bus.

T. R. Lammers, Omaha, Nebr.

Highway envy

I thoroughly enjoyed the winter issue. It's a shame that Gordon Glattenberg ["Arizona Aftermath," pages 56-65] missed the first few days of that storm. I had moved to Flagstaff in August 1967 and thought I'd moved to the North Pole after digging down to find my car! I was too busy working roadblocks all night to get any photos, but I remember the highway maintenance crews' excited chatter on their radios when Santa Fe's rotary plow came through. They sure wanted something like it for the highways!

Ernest Colwell, Flagstaff, Ariz.

SP vs. locals, and the wrong *Chief*

Regarding Southern Pacific's California local service and the RDC ["Lonesome Chariot in the Golden Empire," pages 8-9], SP believed *all* passenger trains were obsolete, but it dropped locals before long-haul flagships. Today, Amtrak *Capitols* are about as frequent as locals once were on the same route. SP could've used more of the versatile RDC's.

In the otherwise good "Arizona Aftermath" about Santa Fe and the 1967 blizzard, there was an error on page 64. That's No. 19, the *Chief*, not No. 1, the late-night *San Francisco Chief*, pictured. Apart from the different hour, Nos. 1-2 had been converted to hi-level chair cars in 1964. Both trains carried a Big Dome lounge; No. 19 at that time was the only daytime passenger train at Flagstaff.

Andrew Spencer, Emporia, Kans.

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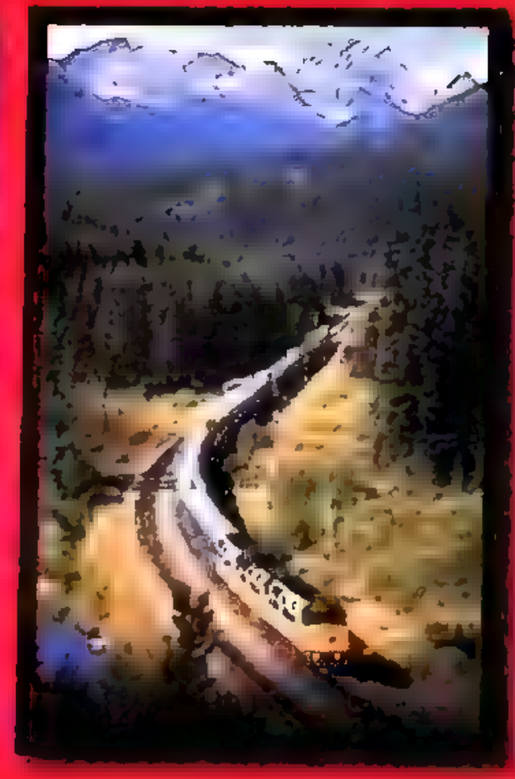

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Fallen Flags Remembered

TH&B: a larger-than-life presence

A unique southern Ontario railway linked its two large parents, CP and NYC

Greg McDonnell

In historic TH&B turf, against the backdrop of Lake Erie and amid the vineyards at aptly named Vinemount, Geeps 76 and 77 roll the Port Maitland local west at 12:15 p.m. on March 29, 1982.

Canada, thanks to its two transcontinental giants after 1923, had precious few small "regional" railroads to become the eventual "fallen flags" of fond recall and were found all over the United States. One, though, was the 111-mile Toronto, Hamilton & Buffalo Railway, which vanished in 1987.

Little TH&B had a larger-than-life presence that belied the reality of its being merely the southern Ontario stepchild that linked parents New York Central and Canadian Pacific. TH&B never realized its dream of being an independent road linking its three namesake cities, but in its heyday, it did haul sleeping cars from Toronto for New York, Boston, Cleveland, Pittsburgh, and Philadelphia. In 1911 it became the first North American railroad to install Absolute Permissive Block signaling; it erected a splendid art deco station and office tower in Hamilton; and it had Canada's only Berkshire 2-8-4 steam locomotives, not to mention two ex-NYC J-1 Hudsons.

In 1890, even before a rail was laid, TH&B deviated from its chartered intentions, dropping Buffalo from its plans in favor of an eastern terminus and connection with the Canada Southern, a subsidiary of NYC's Michigan Central, at Welland. In 1892, TH&B acquired its first operating trackage, the faltering 18-mile Brantford, Waterloo & Lake Erie, a Brantford-Waterford line that was extending itself to Hamilton.

As crews spiked TH&B rails from Hamilton to Welland, the line's strategic importance attracted suitors. And not just anyone, for on July 9, 1895, the still-incomplete railway was sold to a consortium headed by two of the most powerful men in North American railroading: NYC's Cornelius Vanderbilt and CPR's William Cornelius Van Horne.

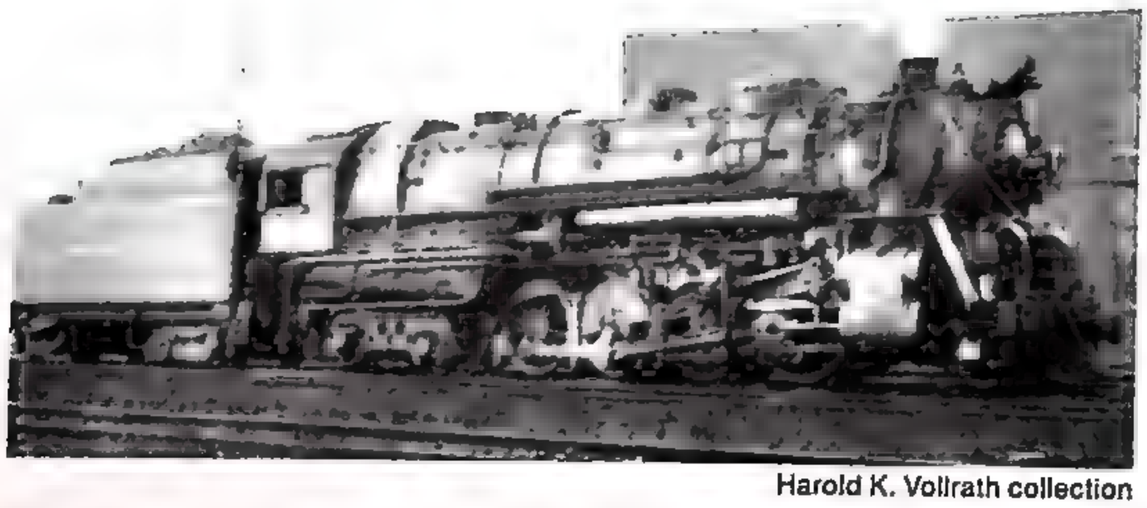
NYC, dividing its holdings with subsidiaries MC and CASO, took a 73 percent stake in the fledgling bridge line; CPR held the remaining 27 percent, an arrangement that would endure for 80-plus years. TH&B was afforded a considerable measure of autonomy, but parental influence from New York and Montreal gave little TH&B its unique international character.

The four owners agreed to funnel their bridge traffic and connecting passenger trade over TH&B, but even as the first passenger train left Hamilton for Welland on December 30, 1895, a key piece of the puzzle was missing: the "T," for the railway had no way to Toronto.

CPR rode to the rescue in April 1896, negotiating trackage rights over Grand Trunk for 37 miles from Toronto to Hamilton. Instead of fighting GTR and bearing the burden of building a parallel line to Toronto, TH&B needed only to build a 1.2-mile link between its line and the GTR main through Hamilton. By spring 1897, the double-track connection was complete, and through Toronto-Buffalo passenger service was inaugurated.

At first, CP, TH&B, and MC engines handled the passenger trains over home-road trackage, but by 1905, TH&B and MC were pooling power Hamilton-Buffalo. In 1912, CP joined in, and the six daily Toronto-Buffalo trains were handled by a triumvirate that saw NYC-family engines going to Toronto, CP locomotives in Buffalo, and TH&B engines going both directions from Hamilton.

TH&B's fortunes, though, were tied to tonnage, and not just the lucrative bridge traffic for which it was built, but originating tonnage, much of it from



Harold K. Vollrath collection

Berkshire 202, a 1928 CLC product, posed at Hamilton in fall 1946.

Louis A. Marre collection

Hudson 501, ex-NYC 5311, left Buffalo, N.Y., on October 26, 1952.

By Greg McDonnell

Hamilton. Construction of the Belt Line loop in 1900, followed by the Short Belt Line and Grasselli Branch in 1911, gave TH&B direct access to Hamilton's burgeoning industrial lakefront, which was crowded with steel mills, foundries, and factories. TH&B also secured freight rights on interurban Hamilton & Dundas in 1897, and bought the line outright when passenger service ceased in 1923.

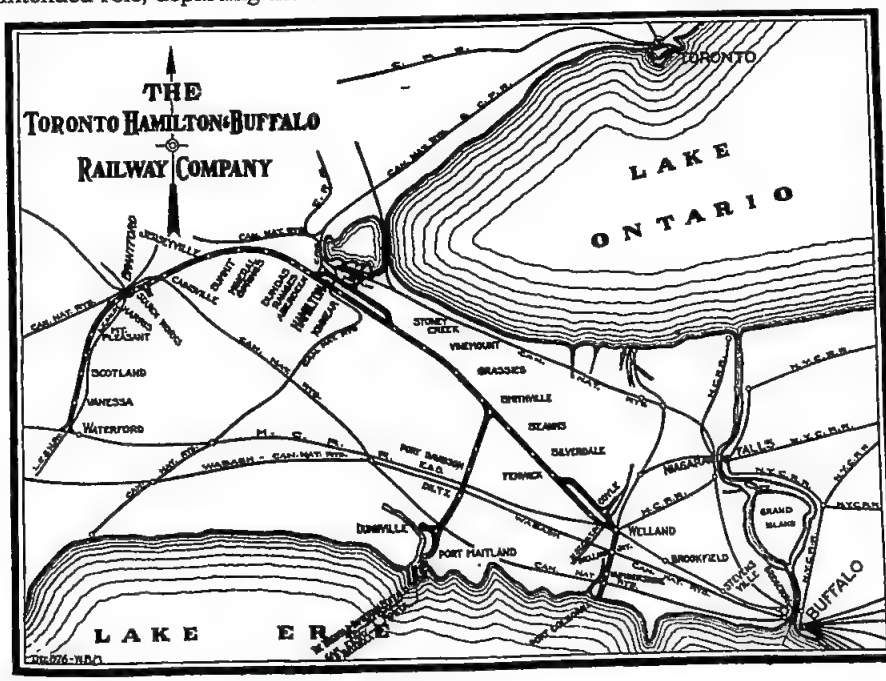
The new century brought TH&B a new direction, when in 1914 it took over the 14-mile Erie & Ontario, which went south from Smithville to Dunnville. The major impetus for its construction had been Dunnville's desire to break GTR's monopoly on local freight, but TH&B's sights were fixed on Port Maitland, 5 miles farther south, on Lake Erie. TH&B was not as concerned about competing with GTR for local traffic as it was about establishing a Lake Erie carferry service.

Toronto, Hamilton & Buffalo Navigation Co. *Maitland No. 1*, a 2,751-ton steamship with capacity for 32 cars, was launched in summer 1916, but spent her first four months on Lake Michigan leased to the Ann Arbor while TH&B's Port Maitland facilities were completed. On November 1, 1916, she assumed her intended role, departing the NYC docks in Ashtabula, Ohio, with loaded coal cars billed to Hamilton steel mills.

Maitland No. 1 did a respectable trade —heavy on coal for Hamilton and newsprint for U.S. markets—but the service was short-lived. The market crash of 1929 and pending expansion of the Welland Canal convinced TH&B to withdraw from the cross-lake trade, and the boat made her last voyage under the TH&B flag on June 28, 1932, just weeks before the enlarged canal opened. She then ferried autos across Lake Michigan between Milwaukee, Wis., and Muskegon, Mich., during 1935-37, before giving up her engines for the war effort in 1942 and being cut down for use as a barge.

The TH&B locomotives that met the *Maitland No. 1* at the slip were not nearly as state-of-the-art. As World War I began, TH&B still operated the likes of construction-era 4-4-0's, secondhand 0-4-0's from Chicago's Union Stockyards & Transit Co., and three Baldwin Moguls built for (and rejected by) the Santa Fe in 1894. Ten-Wheelers and one Pacific were the pride of the passenger pool, and the biggest freight engines were seven hand-fired, 55-inch-drivered Gs-class Montreal 2-8-0's.

After the November 1923 delivery of



This map from a 1947 timetable shows the critical geographic position of the TH&B.

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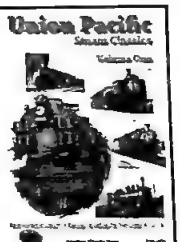

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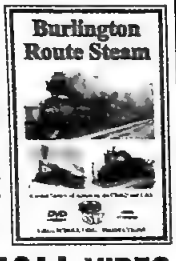

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Two photos this page, Greg McDonnell

In November 1974, SW9 No. 55 eases a CB&Q boxcar (in 1960's pre-BN-merger colors) along a street in Dundas. TH&B's diesels forever kept their numbers and maroon-and-cream colors.

Montreal 4-6-2's 15 and 16, the largest and last locomotives built to TH&B design, the line addressed the need for bigger, faster freight engines for its hot CP-NYC overhead traffic. The first serious road trials were conducted in July 1927 with leased NYC H-10b Mikado 355, but when brand-new Boston & Albany A-1b 2-8-4 1433 hit the property in September, TH&B knew it had its locomotive.

The big Lima Berkshire could march up the 1.04 percent climb to Vinemount with twice the tonnage allotted to a Gs Consolidation. TH&B Motive Power Superintendent W. T. Kuhn quickly inked specs for two Berks to call his own.

TH&B As-class 2-8-4's 201-202, patterned after C&NW J-4's built by Alco in 1927 (customs duties made Lima-built copies of B&A 2-8-4's prohibitive), arrived from Alco affiliate MLW in July 1928. They would be Canada's only Berkshires, TH&B's first taste of Super Power, and its last new steam locomotives.

The Berks worked the hot *Starlight* night freight between Hamilton and CASO's Victoria Yard in Fort Erie (redirected in 1931 to MC's Montrose Yard in Niagara Falls, Ont.) for their entire careers, although MC crews were known to employ them on transfer runs over Suspension Bridge to the American side during their Montrose layover.

By World War II's end, TH&B needed a passenger engine to match the Berks' performance, because its Pacifics, the youngest over 20 years old, were tired. In January 1948, NYC sent help: 18-year-old J-1d Hudsons 5311 and 5313. The Alcos became TH&B 501-502 and joined the Toronto-Buffalo passenger pool.

Even as TH&B men at Chatham Street roundhouse in Hamilton prepared the Hudsons for service, the line's first diesels were going to work: NW2's 51-54 from La Grange. These goats were not TH&B's first internal-combustion power, for since 1927, gas-electric 301, a 60-foot EMC car built under license by Canadian Car & Foundry, had operated on a rigorous international circuit. Starting from Buffalo Central Terminal in early morning, the little car ran to Hamilton and on to Waterford, where it connected with an MC local to Detroit and Chicago, then returned to Hamilton and Buffalo. The routine lasted until 1954.

In August 1950, TH&B began dieselization in earnest as GP7's 71-72 emerged as the first units built at the new General Motors plant in London, Ont. By year end, two more London GP7's and SW9's 55-58 had TH&B steam on the ropes. Delivery of GP7's 75-77 in summer 1953 dieselized TH&B freights, and steam-boiler-equipped GP9's 401-403 finished off TH&B steam in spring '54. (Interestingly, the 70's operated short-hood-forward, but the 400's long-hood-forward, as on NYC.) On March 22, 1954, Hudson 501 became the last TH&B locomotive under steam, working east to Toronto on train 722 and returning on 821. Sister NYC 5374 worked 792 and 821 the same day to end all steam on the run.

The glory days of TH&B passenger trains also were numbered. By the '60's, the only train left through Hamilton's Hunter Street station was the overnight Toronto-Buffalo-New York City *Ontarian*. TH&B's three passenger Geeps were bumped to freight, and NYC E's and CP diesels handled the *Ontarian*. In October 1970, the train was replaced by CP RDC's on a daylight turn to Buffalo. TH&B went freight-only in April 1981, when VIA Rail Canada cancelled the run in favor of its Niagara Falls trains on CN.

Otherwise, TH&B was remarkably stable from the end of steam through the '70's, settling in a comfortable routine as Geeps worked wayfreights from Hamilton to Brantford and Waterford, and to Welland and Port Maitland. The

Cars and vans (cabooses) on TH&B wore a distinctive yellow scheme. On July 17, 1973, van 63 brings up the rear of the Port Maitland local as it crosses a wooden trestle south of Smithville.

switchers patrolled the Belt Line and industrial tracks of Hamilton, built trains at Aberdeen Yard and Kinnear, and worked the old H&D to Dundas and on CN rights between Welland and Port Colborne. TH&B Geeps pooled with NYC (and later, Penn Central) sisters on the nightly road freight from Buffalo to the CP yard in Toronto.

Except for the loss of GP7 71, wrecked and burned in a fatal crossing collision in February 1980, the TH&B roster remained unchanged. The original units that killed off TH&B steam stayed in service through the mid-'80's, working home rails and carrying the same colors and numbers they'd worn since birth.

Conrail, ordered to divest of PC's interest in TH&B, sold its stake to CP on April 19, 1977, but the little line continued to enjoy autonomy for another decade. In January 1987, CP finally lowered the flag, integrating TH&B into its London Division. That same year, the switchers were sold and the faithful Geeps sent to CP's Angus shops, where they were chop-nosed and rebuilt as CP 1600's.

Today, TH&B's seven-story Hunter Street station/headquarters in Hamilton, restored in its 1933 art deco splendor, serves GO Transit passengers and city bus riders. The Belt Line still taps Hamilton's industrial heart, and rails still extend to Lake Erie at Port Maitland. Moreover, hot international freights still pound over the little piece of CPR still known to many as the TH&B, exceeding its founders' dreams of a bridge line linking the three namesake cities. ■

TH&B fact file

(Comparative figures are for 1929 and 1979)
Route-miles: 111; 110
Locomotives: 31; 18
Passenger cars: 17; 0
Freight cars: 1,357; 1,167
Headquarters city: Hamilton, Ont.
Special interest group: Toronto, Hamilton & Buffalo Railway Historical Society, 208 Chalmers St., Oakville, ON Canada L6L 5R9; www.thbrailway.ca
Recommended reading: *In the Shadow of Giants*, by Norman S. Helm (Boston Mills Press, 1978; Preston House Publishers, '96).
Source: *Historical Guide to North American Railroads* (Kalmbach, 1999)

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Glory Days

Hometown connections

The damp evening in December 1958, when Milwaukee Road employee Jim Scribbins set up his tripod just south of Arcadian Avenue on the Soo Line station platform in Waukesha, Wis., to make this time-exposure photo, was just another night for the Soo and its train 17, the Chicago-Duluth/Minneapolis *Laker*. A workhorse in Soo's modest stable of such trains, it was a newcomer (1951) to the ranks of name trains, but the closest it got to being a "streamliner" was the lightweight sleeping car it carried, usually one in PRR Tuscan red, as that was the closest color match Pullman could make to Soo's maroon.

Discovering this print of Jim's in our files made some connections. In earlier years, Soo called Waukesha "the front door of Milwaukee," advertising as a connection the interurban that crossed the Soo's tracks on Broadway St., at the far end of the station platform. It would be five and a half years after Jim made this photo (and less than a year before the train's demise) when I would ride the *Laker*, from Chicago to St. Paul; I barely remember the lengthy, late-evening, mostly mail-handling Waukesha station stop. Fifteen years after this night, I would move to Waukesha; 30-plus years would pass before Kalmbach Publishing Co. would move from downtown Milwaukee to an office park on Waukesha's eastern edge; and 42 years would go by before KPC would launch a quarterly magazine called CLASSIC TRAINS.

The 1886 native Lannon stone depot between Broadway and Arcadian—built by Soo predecessor Wisconsin Central Railway and not quite visible in this photo—still stands, in use by the current railway here, Canadian National. Even much of the platform remains, although there is only a single mainline track and one station spur these days, and rarely a special passenger train as happened often during the 1987-2001 tenure of super-regional Wisconsin Central Ltd. here.

Nevertheless, this wonderful night scene composed by Jim Scribbins 47 years ago makes many connections for us, and many of you undoubtedly can say the same thing of old railroad photos made in your hometown.—*J. David Ingles*

Jim Scribbins

RI operator Dan Sabin, age 16, at Manly in July 1969. Photo from Sabin collection.

Of dispatcher Rosey, *a howling snowstorm,* and an almost-cornfield-meet

A 17-year-old Rock Island relief operator has a close call at Iowa Falls • By Dan Sabin

I was raised in a railroad family in Manly, Iowa, literally at the Rock Island depot, and spent most of my first 17 years riding trains of the RI, the Chicago Great Western, and the Minneapolis & St. Louis. I started my working career at age 15 as a Rock Island student telegrapher at Manly, and worked as a section laborer during the winter of my junior year of high school and as an operator through most of my senior year. At age 18, I would become the youngest train dispatcher in the U.S. I dispatched the main line through Manly many times and enjoyed having tours of duty with my dad and brother Dave, who were engineers on back-to-back southbound freights out of Inver Grove, Minn., RI's Twin Cities area yard. My brother Mark would be a conductor on Chicago & North Western train 19, a former M&StL operation, between Manly and Albert Lea, Minn. During 1969-70, I worked at 29 locations on the Rock Island, and I was one of the road's first dispatchers to have worked every trick and chief dispatcher's office on the system.

It was not uncommon during my junior and senior years at Manly High School for the railroad to call the principal to request that I come to work in an emergency staffing situation. Manly, with fewer than 2,000 people, was a railroad town, and it helped that the principal, Hartwick Roslien, had many relatives on the Rock Island and that my mentor, C. J. Stoffer, the Manly station agent, was also president of the school board.

On occasion, Mark and I would get a call to recruit a dozen of our friends and get down to the yard to sweep switches. One time, we were hired to grab enough helpers to shovel out the turntable pit at the old roundhouse. Another time, Stoffer hired Mark and me to transfer an entire carload of 100-lb. bags of potatoes from a bad-ordered PFE reefer, inside the diesel shop, to another car. Jobs like that introduced me to the concept of inside work.

One morning in December 1969, Mr. Roslien called me out of a boring English class to tell me the depot had just called him. The chief dispatcher needed me to work the second-trick operator's job down at Iowa Falls, south of Manly on the Des Moines-Minneapolis main line. Since the job transferred on at 2 p.m. and it was snowing pretty hard, he suggested that I get home right away to pack a lunch and head out. I "always listened to my principal," so I soon was in my '62 Ford, heading south on Highway 65 for Iowa Falls, 52 miles away.

After a long drive busting through drifts, I turned into the snow-packed driveway behind the grain elevator that led to the Rock Island depot on Iowa Falls' east side. The first-trick operator was Russ Menning, who worked a five-day swing with four days at Iowa Falls and one third trick at Manly. Russ was an easygoing, soft-spoken guy and always good to work with. There was not much going on, so Russ took right off. As he was pulling away, he swung his car around on the platform and honked. I went out through the waiting room and opened the door, feeling the icy blast of the snow as I stuck my head out to see what he wanted.

Russ rolled down the window on his Mercury and called out, "I almost forgot to tell you, the light on the order board is burned out. The maintainer knows about it, but he's at Bradford with the section gang changing out a broken rail. With this weather, I don't think he'll get to it today, but we should be okay. The dispatcher knows about it, and there's nothin' much goin on here." With that, he drove off.

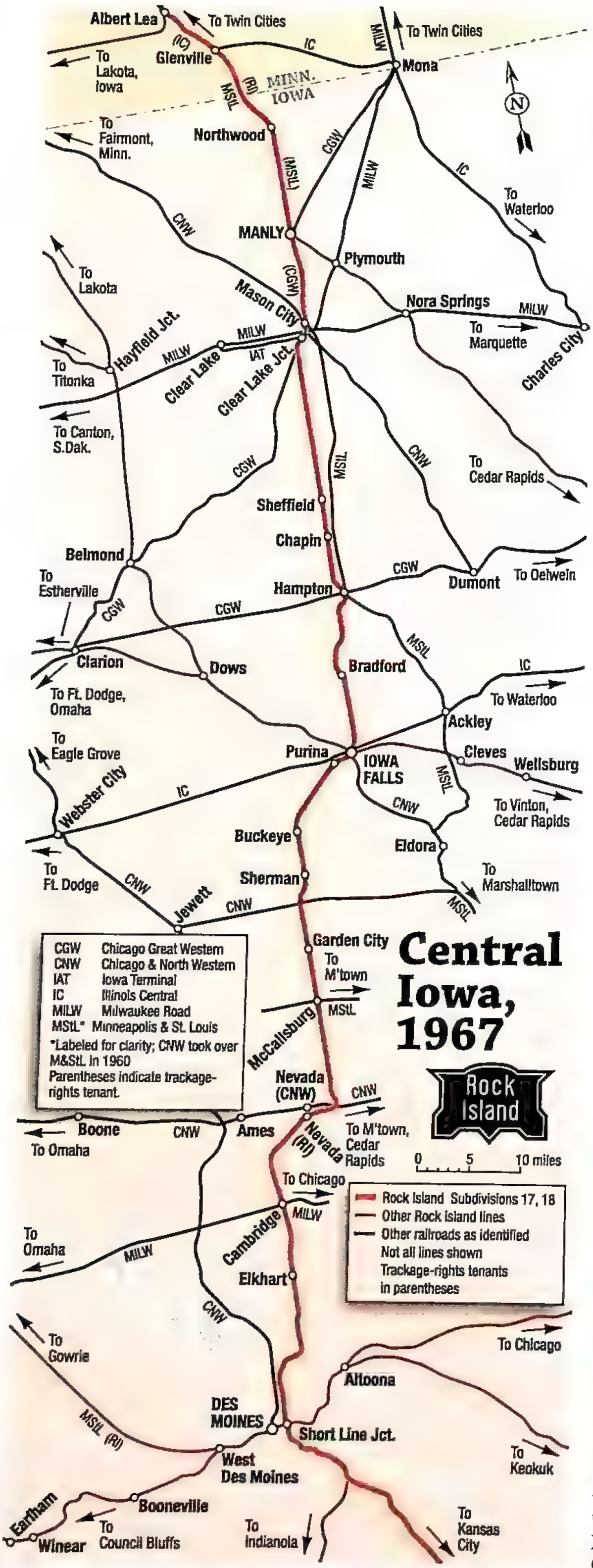
Iowa Falls is about halfway between Manly and Des Moines, so it was convenient to have an operator on duty for handling trains during the night. After about 5 p.m., Iowa Falls, whose code was "AO," was the only intermediate open station between Mason City ("DF," the joint Chicago Great Western-Rock Island office) and Short Line Junction ("WX," the tower in Des Moines where RI's north-south and east-west main lines crossed). On the first trick, agents were on duty at Nevada, McCallsburg, and Hampton besides the first-trick operator at Iowa Falls, so advancing trains or changing meets during the day was pretty easy.

Listening on the wire

I grabbed a mug of the thick black ooze that passed for coffee and, placing the one-sided headset on, plugged in the dispatcher's phone. I listened for a while to Glen Watts (GLW), the West Iowa Dispatcher in the offices at Des Moines, talking with the operator at Council Bluffs about cattle for Menlo on No. 60 tonight. The train would take the three cars into West Des Moines and have the west local spot them in the morning. No. 59 was OS'ed (reported) by Atlantic, out toward Council Bluffs, and the agent, Charlie Anderson, asked if he could clear No. 82, which was at Hillis for 59. Following the clearance of No. 82, the agent at Melcher OS'ed an extra south by, and Allerton, south on the Kansas City line, reported

Rock Island's *Twin Star Rocket*, bound for Minneapolis, leaves the depot (right) at Manly, Iowa, the author's hometown, in this January 1965 scene looking north into the yard, where SW900 904 is working.

Dan Sabin



there was a set of bunk cars to move to Carlisle on No. 66. GLW had a deep, gruff voice, and barked and grumbled a lot on the "d.s." phone, sometimes demonstrating impatience with the operators along the line.

There was a loud buzz on the dispatcher's phone, so I called "Beanie" (George Bean, the lineman) on the radio to see if he could check it out. He said he was coming by Purina (the siding adjacent to the feed mill about 2 miles south of the depot) and would be in there in about five minutes. He figured there was a "line wrap" somewhere because of the wind and could work with the relay office in Des Moines, using the circuit board in the office to patch around it.

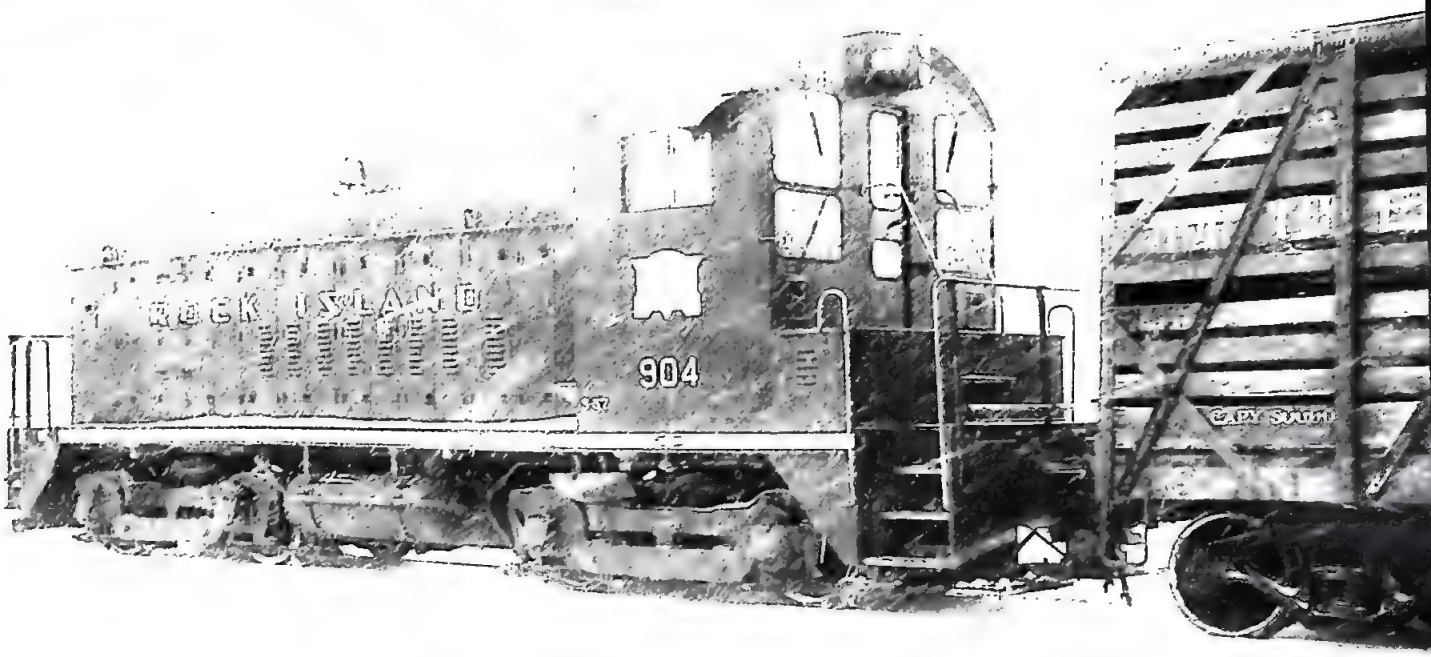
There were no train orders on the hooks for the main line, but I made additional copies of the slow orders for the Estherville branch (Subdivision 12-A) and for the Vinton line (Subdivision 19). Stu Erickson, the appointed agent, dropped by with some company mail and a fistful of wires for me to punch out on the teletype. He told me that the outbound Estherville job, No. 53, would have to wait for a unit off a Vinton line train (also numbered 53, but on the Illinois Division), and a unit off of 218, coming in off of the Dows branch. Everything was late and heavy, mostly owing to the snow, and outbound 54 wouldn't be made up for Cedar Rapids until after midnight. We were supposed to have an Iowa Falls turn behind 68 tonight, and he'd probably have another Geep to go back to Cedar Rapids during the night. Northbound 66 had been gone for some time, and I heard the CGW (actually, by this time, the C&NW) operator at Mason City OS him by

"By the way, the hoghead says to tell you that they've been bucking 8-foot drifts."

Clear Lake Junction, on the south side of town where RI and the old CGW parted ways.

By this time, the 3 p.m. transfer of dispatchers had taken place on the West Iowa, and I could hear the old-head dispatcher, Harold "Rosey" Rosenberg (HMR), talking to the operator at Short Line Junction. Until I became a student dispatcher in 1970, I thought Rosey was a mean s.o.b. He didn't have much time for young operators and had chewed me out a few times over little stuff. He spoke with a nasal voice and was typically very sarcastic on the dispatcher's phone. I was eager to please him, though, primarily because I really wanted to be a dispatcher and needed all the good recommendations I could get from the trick guys, so I always listened pretty carefully, even when he was chewing my butt for some nit-picky thing.

About 3:15, the phone rang. It was the first-trick East Iowa dispatcher, Chuck Lamb (CCL). He was always very patient and a good, calm kind of guy with an easy Kansas drawl. "Say, young man, what are you doing at AO?" he asked. We had a quick chat about the second-trick man having the flu, and he said he needed to make his transfer, but the Illinois Division Chief Dispatcher, Pat Mankins, asked him to find out where the Vinton-to-Iowa Falls job (No. 53) was. The superintendent in Silvis wanted a report of snow conditions on the Vinton branch. I called the train on the radio and passed along to CCL that 53 was bucking some pretty heavy drifts between Wellsburg and Cleves but thought he would be



Dan Sabin

Manly, as the first terminal south of the Twin Cities, often caught the duty to provide "feed, water, and rest" for livestock en route to western feedlots. An SW900 sets out an NP stock car in early 1965.

into Iowa Falls Yard about 4:50 p.m.

"By the way," I said, "the hoghead says to tell you and the roundhouse foreman that they've been bucking 8- and 10-foot drifts since they left Grundy [Center] and the 1353 (a GP18) has been kicking a ground relay ever since." I told CCL that Erickson said they were pulling a Cedar Rapids unit off 53 to go to Estherville tonight and I heard the trainmaster on the radio say that 53 would need another unit with a pilot plow. The crew might not be able to be called back on their rest if we didn't have the power lined up. I also told him to tell his relief, Tony Knight (WAK), that I needed to repeat some slow orders whenever he could listen. He to me to "call Tony back about 7 and he'll listen to them then." We hung up.

By this time, Rosey Rosenberg, the West Iowa dispatcher, was pretty busy, fixing up No. 43 at West Des Moines and taking down yard reports from agents along the line before they went home. I heard the agent at Stuart talking with him about the cattle on No. 60, and the agent at Earlham wanted to fix up the "Rock Roller," who was already at Winear and ready to come out on the main line to head for Short Line Yard. "He should be able to make West Des Moines for 43 if he can leave Winear ahead of 60." Rosey grumbled something and gave him his orders.

Misplaced euphoria

Meanwhile, up at Iowa Falls, outside the bay window I saw nothing but white. This was the life, I thought. I couldn't get enough.

About 5:15, I heard Jim Porter, the swing operator at Manly, give Rosey the call on No 67: two units, with engine 127 (an F7A) on the point and a B unit. He was extremely light this night, with only 14 loads and 5 empties for 1115 tons with caboose 17177. He was called with a full five-man crew, including a fireman. I knew the crew well—they were a good, solid bunch of guys. Most of them had just lost their plush turns in July when the line's last passenger train, the Minneapolis-Kansas City *Plainsman*, had been discontinued. The fireman, Dick Armstrong, was a tall, thin guy who was an old-car nut and was always telling me he wanted to buy my '62 Ford Galaxie. He'd been a fireman on the passenger trains between Manly and Des Moines for many years. Porter continued, "On duty at 7 p.m., has no work at Manly except to change crummies." (The Rock Island had pool cabooses by this time over most of the system, but not between Manly and Inver Grove, so every train changed cabooses at Manly.)

Porter told Rosey the weather at Manly was heavy snow, strong northwest wind, and 17 degrees. He gave Rosey an OS on No. 66 arriving, and the delay report, and asked him what it looked like on No. 68 out of Short Line Junction. Rosey grumbled and rang WX and asked the tower operator to get on the intercom to find out from Virgil Rupe, the yardmaster, how much time they needed tonight to work No. 68 at Goody Brick & Tile, a spur south of Short Line Junction. The WX op said he would call him back "on the Bell" (city telephone) when he knew.

Rosey was not too patient and told WX to "copy five," meaning a train order with five copies. He then rang DF, the CGW operator at Mason City, and told him to copy five. Without giving the operators much time to get the order forms into their typewriters, Rosey started: "Order number 248 to WX to C&E number 68, DF to C&E number 67, period. Number 67 engine 127 has right over number 68 engine 360 Clear Lake Junction to Short Line Junction. HMR." I listened as the operators repeated the orders and Rosey instructed DF to copy another order telling No. 67 that No. 66 with engine 263 had arrived Clear Lake Junction.

Every number, direction, and location had to be spelled out by both the dispatcher and each copying operator, a requirement of the Uniform Code of Operating Rules. It all sounded like a foreign language to an outsider, but I knew the language well—I'd been practicing since I was 8 years old and could spell most of the stations so fast I sounded like an auctioneer. Spelling Marshalltown, Minerva Junction, Mason City Yard, West Des Moines, Booneville, and Mitchellville were favorites. I always practiced copying every order I could, even when they were not meant for my station. I thought I was pretty good.

It sounded like I wouldn't be copying any mainline orders tonight, and I regretted not being busier. This was pretty cool, though. Here I was, just turned 17, making $3.20 an hour, out of school with permission, working as an operator during a snowstorm. It wouldn't be long and I would be out

Douglas R. Stevens

In a February 1953 view from Mills Tower in Iowa Falls 16 years before author Sabin's harrowing evening at the nearby RI depot, train 911, behind an F2/FTB-A trio, hits the Illinois Central diamond.

of school forever and could achieve my goal since childhood of becoming a train dispatcher for the Rock Island. Even so, I wished this night was busier, for with 67 going all the way to Short Line to meet 68, there wouldn't be anything interesting happening tonight. Boy, was I mistaken!

Recalling my first round with Rosey

As the evening wore on, I listened to the action on the West Iowa dispatcher's phone. The weather west of Des Moines over to Council Bluffs was starting to get worse, and the snow kept piling up on the north end. We'd had about two feet of snow on the ground when it started today, and it had been snowing hard since before noon. We must have had 8 to 10 inches of new snow, and the wind was pretty strong. South of the depot, it was drifting heavily, but we were sheltered behind the big grain elevators just northwest of the low, cinder-block building.

North of Iowa Falls, wind-driven snow was always bad, with a long stretch of straight track from Hampton all the way to Flint, near Clear Lake Junction, and nothing but corn stubble in the open fields to stop it. I had grown up hearing stories of the bad drifts between Hampton and the open areas around Chapin. If I was really lucky, I thought, I'd get snowed in and have to miss school the next day. Better yet, maybe I'd be needed to stay on and be useful to the dispatcher through a good blizzard. I could stay all week if I had to. Ah, the dreams of a 17-year-old.

Tom Sawyer, the Illinois Central operator at Mills Tower just down the street east of the two depots where the lines crossed, called me on the Bell phone and we exchanged train information. He was a great old guy, having been closed out of the agency at Webster City after two decades and now working second trick at Mills. His old-head operator stories were something I always looked forward to hearing. He wanted to "go to beans" and wondered when No. 53 would be showing up off the Vinton branch.

The trains were getting later over the entire division, and 67 dropped back at Manly, finally leaving there at 8:15 p.m. after taking a pretty bad delay up at Gordon, Minn. They took a beating on the CTC territory for C&NW No. 1, whose crew was on short time after a broken train line, and then took siding at Northwood for No. 66. I remembered that my dad was the engineer on 66 north of Manly tonight. By the time they were ready to leave Manly, Rosey was getting more information on 68, and it looked like something would have to be done to set up a meet north of Short Line Junction.

Rosey told Mason City to clear No. 67 with what he had and he would catch him at Iowa Falls to get No. 68 out of Short Line for him. My heart started pounding a little, knowing that I would be copying a meet order and handing it up to the men in the F unit on No. 67 on the curve here at AO, with a fast engineer at the controls. "Let me know when he

clears Clear Lake Junction, DF." "Okay, Rosey," said the former Great Western operator. Then it was quiet for a while.

A few weeks earlier, I had worked at AO for several days, and on the first night, I had an order for No 67. When the train hit the block at Bradford, I told Rosey, and he barked, "Dammit! I don't get paid this big money to know when they get by Bradford!" So the next night I didn't say a word until 67 pulled to a stop at my order board, when I told Rosey that 67 arrived at 8:15 p.m. I was afraid to tell Rosey when the indicator light showed 67 was by Bradford, and now he was sitting here waiting for his orders and had not been cleared. Knowing that he had caused the delay to an important train, Rosey went berserk. "You're supposed to tell me when they get by Bradford! Don't you have a lick of sense? Do you think I have nothing better to do than sit here and guess what time 67 will go by Bradford? Clear him up, dammit! Tell the conductor to find a car number in his train and show an airhose problem on the delay report."

Tonight, I wasn't going to let that happen.

It was now going on 8:45 and I hadn't heard Mason City OS No. 67 by Clear Lake Junction yet. With bad weather all over the Des Moines Division, I could tell that Rosey was on edge and not in a great mood. Finally, about 9:05, the DF operator came on and told Rosey 67 had just gone across the Iowa Terminal, the electric short line at Clear Lake Junction, having taken a delay at North Yard by the C&NW switch crew. He also said the conductor threw off a message that there were no working radios on either the head end or the caboose. Rosey seemed upset and yelled, "AO!"

I was nervous now, but I still repeated the order flawlessly. This was my passion, and I did it well.

"AO," I answered.

"Copy five south," he barked.

I popped the switch to red on the train-order signal for southbound trains. "SD South. Did anyone tell you the train-order signal is out?"

"Yeah, I see it on the train sheet. WX copy five. We have a rule in the book that says the absence of a signal means the most restrictive, remember?"

Did Rosey know that it was a block-signal-type train-order signal instead of the traditional semaphore? When was the last time, I wondered, Rosey had even been to Iowa Falls, or even ridden a train?

I had a lump in my throat. "Well, you know, normally the office closes at 10 . . . will he be here by then? He won't be looking for a light in the order board after 10."

"Hell, no—he won't be there before 10. And you'll stay there until I let you go." Rosey was losing it, and I wasn't about to get in an argument with a train dispatcher, especially Rosenberg.

"WX, where the hell are you? Copy five!"

"WX is ready," replied the op at Short Line Junction.

Rosey was quieter now. "Order number 279. T-w-o s-e-v-e-n n-i-n-e." He continued with the order as the operator at Short Line Junction and I typed it out on our typewriters. "AO to C&E number 67, s-i-x s-e-v-e-n, WX to C&E number 68, s-i-x e-i-g-h-t, period. Number 68, s-i-x e-i-g-h-t, engine 360, t-h-r-double-e s-i-x n-a-u-g-h-t meet number 67, s-i-x s-e-v-e-n, engine 127, o-n-e t-w-o s-e-v-e-n, at Cambridge, c-a-m-b-r-i-d-g-e, number 68, s-i-x e-i-g-h-t, engine 360, t-h-r-double-e s-i-x n-a-u-g-h-t, hold main track at Cambridge, c-a-m-b-r-i-d-g-e. HMR, AO."

I was nervous now, but I still repeated the order flawlessly. This was my passion, and I did it well. I issued this same order at school a million times as I was ignoring a teacher, pretending I was a train dispatcher quietly issuing orders to a long subdivision of pretend operators. Rosey couldn't stump me now. He gave me the time complete, and I signed the order with what I thought was an old-timer's flourishing signature. WX finished with his repeat of the order and cleared 68 with just the meet at Cambridge with 67. Normally, 68 was superior by direction and did not have to be told to hold the main track. In this case, however, an earlier order had given 67 right over 68, so on this night, 67 was superior by right and did not have to clear the track for any train unless specifically told otherwise.

Handing 'em up to No. 67

No. 68 got out of Des Moines in good shape, and I could hear static on the radio that I thought was 67, but I couldn't be sure.

Finally, I saw the indicator light come on, telling me a southbound train was by Bradford. I didn't want to screw up tonight. I cleared my throat and stepped on the foot pedal as I spoke into the ancient operator's mike, "AO, No. 67 is in the block, by Bradford." No answer.

It was well past my normal time to get off duty when I heard the Illinois Central's eastbound passenger train, No. 12, the *Hawkeye*, whistle through Rocksylvania Avenue and rumble over the diamond at Mills Tower. He must have hit some bad weather between Sioux City and Iowa Falls, because it sounded like his horns were nearly frozen. The

Dan Sabin

Ancient wooden cabooses, each assigned to a specific conductor, were the rule on the Rock Island at Manly until about 1967. Local 99 from Cedar Rapids arrives in Manly in 1964 with a big train to be worked.

William J. Husa Jr.

A leased Northern Pacific F3B splices Rock Island F7's on a southbound freight entering Manly on March 26, 1966. C&NW (former M&StL) owned the Manly-Northwood main line, but RI dispatched and maintained it.

snow was really blowing now, but it looked like it had stopped falling. A pretty good drift was just south of the depot, probably about 4 feet high. I heard Rosey bark at me, "AO, clear 67. What the hell, you want to stop him again?"

I was relieved he would finally realize that 67 was probably close. "Iowa Falls clear No. 67 on one order, number 279."

Rosey was ready to make his transfer to the third-trick man and anxious to get out of the chair. "Okay at 10:40 p.m., HMR." All Des Moines Division trick dispatcher desks transferred at 11 p.m., while Illinois Division trick desks transferred at 11:30 p.m. and assistant chiefs at 11:59.

I pulled the carbons out of the clearance pad and stapled the clearance to the onion-skin order. Grabbing a long-handled, Y-shaped order fork, I slipped two complete sets of the orders into the string and pulled it tight for the head end, then repeated the same action for the caboose on a shorter-handled order hoop. Pulling on my parka, I slipped two fusees into my coat pocket, something I always did, even though most operators didn't bother. I grabbed the electric lantern and the hoops and headed through the door to the waiting room. I immediately heard the engineer blowing the horn for the crossing just north of the IC diamond. The glare of the F7's headlight was on one of the old buildings to the northeast of me, and I felt the blast of cold from the strong wind. The blowing snow stung my face as I walked the short distance to the main track and lined myself perpendicular to it, facing the oncoming beast. The orders tied in the strings were flapping in the wind like a child's pinwheel. I had to keep an eye on them to ensure they didn't literally twist the string off the order hoop.

My adrenaline was pumping, and the F unit seemed to be coming too fast to pick up orders.

I could hear the units throttle off to idle, then the bang of the lead trucks hitting the IC diamond. Immediately after the units throttled up again, I saw the headlight coming around the curve. As Stoffer had taught me, I quickly measured my distance from the rail by holding the longer train-order hoop against my hip, dropped it down level to the rail, then lifted it up for the delivery to the head end. I held the long hoop and my lantern in the same hand so the light would shine directly on the yellow flimsies, giving the crew a better chance at catching the string as the engine passed me. AO was a scary place to hand up to a fast train, with a sweeping curve in front of the depot, giving the appearance that the train was headed right for you as you stood close to the tracks. The superelevation of the curve also leaned the unit to the opposite side, into the curve, raising the cab window a few more inches on the depot side.

My adrenaline was pumping, and the F unit seemed to be coming too fast to pick up orders. Don Brink was always fast. With such a short train and 3,000 horsepower, he was blasting at me like a scalded dog. I used my left hand to wave a modest highball with the lantern, but didn't get a whistle reply. As the train came closer, the rails creaked and the wind howled. I held the hoop up, arms stretched to get the order up close to the engineer's window, and was blinded by the oncoming headlight. The snow was blowing in my eyes, and my glasses were fogging over. I could hear the roar of the EMD 567's on the two covered wagons coming at me, and a chill went up my spine. The pilot smacked the snowdrift in front of the depot, spreading a huge cloud of heavy snow in every direction. I held my breath.

Within just a few feet of my body, the snow-covered nose of the F unit blasted past me, and I looked up for the familiar face of the engineer, whose son was in my older brother's class. Don Brink was a small, slender man, but he was a fearless engineer and was well known for being a fast runner.

Then I panicked. No one was at the window on the lead

unit! The window was shut tight, and no one was visible in the cab from my close and low vantage point.

A ghost train bound for glory?

A cold chill ran up my spine as I swung around and grabbed for a fusee in my pocket. With the lantern in my right hand, I swung a wild stop sign to a blind engine, then cracked open the fusee. The engine had plowed through another snowdrift about two car-lengths south of the depot, and the obedient freight cars that followed steered themselves through the curve and kept the snow swirling like an ugly white tornado. The whole scene seemed like it was playing out in slow motion, and the heavy, wet snow between the rails muffled the wheels as they sort of hissed by.

Just then, I remembered that the train was short, and grabbed the other order hoop. I whirled around and tossed the lighted fusee down on the snow-covered platform. About five car-lengths northeast of me, I saw a light, telling me the bay window of the ice-covered caboose was swinging closer, around the curve in a massive cloud of powdered snow. This bad dream would end when the rear-end crew grabbed their orders, saw my stop signals, and pulled the air into emergency to communicate their orders to the head end. I held the shorter train-order hoop up and held my breath. To my absolute horror, no one was at the caboose's bay window, and the sliding glass window was closed up tight!

I slapped the order hoop against the side of the caboose at it flashed by. The hoop hit the curved grab iron on the rear of the caboose and went flying as I swung around and reached down to the platform, looking for the still-lighted red fusee in the snow. I waved another frantic stop sign.

There was no response.

I quickly processed what was happening. The train-order signal was at stop, but the light was burned out. It was nearly an hour after the normal time for an operator to be here, and the crew possessed an order with "right over the world" to Short Line Junction. No. 68 had left there some time ago and was heading north, planning to hold the main track at a siding in the middle of the frozen Iowa cornfields, to meet a train that had no working radio and had just missed their orders to take the siding at Cambridge. I was way too young to have caused a snowy, deadly cornfield meet.

I watched with terror and disbelief as the dim red marker on the roof of the caboose receded into the snowy night. With all my strength, and fruitlessly screaming at the top of my lungs, I passed another series of frantic stop signs, hoping someone would be looking back from the caboose.

In my mind, there was going to be a head-on collision of 67 and 68 somewhere south of Cambridge, with 68 running northward at full track speed, minding his own business, expecting to have 67 waiting patiently in the clear for him at Cambridge. The line had automatic block signals, but still, a head-on happened at the siding at Enterprise a few years back, despite the signals. In this weather, with poor visibility,

In an August 1966 photo looking southeast from Manly tower, the northbound *Twin Star Rocket* nears the Manly depot, leaving CGW-owned track from Mason City. Above the B unit is the ex-M&StL line to Mason City. Engine crews changed here, but passenger conductors and brakemen worked from Des Moines or Cedar Rapids to Minneapolis.

Don Hofsommer

Symbolic of Rock Island's Iowa main lines in the late 1960's, whether on the author's north-south route or elsewhere, is this April 1969 scene of a westbound at Stuart, between Des Moines and Council Bluffs.

the situation seemed hopeless. I sprinted into the depot and made a frantic call on the radio. There was no answer—not even static.

I grabbed the stem of the ancient black telephone mike on the dispatcher's phone and pulled the accordion-style holder back. My spine was wobbling like a bowl of Jell-O, and I started hyperventilating.

Slapping down the pedal with my boot, I yelled, "AO! AO! 67 missed the orders! Both ends missed the orders. Where's 68? He doesn't have the meet order!" I was screaming at the top of my lungs, I was so scared.

Rosey was still in the chair, obviously making a transfer to the third-trick man. When he answered me, he knew something serious was coming down. He yelled back, "Dammit, kid, call the agent at McCallsburg. Get him down there to stop 67."

I grabbed the clipboard with the phone listing, hung on a nail by the bay window, and picked up the receiver. I still had my gloves on and with my hands shaking so bad, I couldn't find the number. McCallsburg was only 25 or so miles south of Iowa Falls, and Iowans go to bed early. How could the agent get up, get dressed, and get to the depot in time to stop this train? Most of the roads are probably closed anyway. Could he get there at all?

I lost all sense of time. No. 67 was probably already blasting through Buckeye, so no one was going to be able to stop him before Cambridge. He would be blasting through McCallsburg before the agent had his pants on. Nevada was the next station—maybe there was time to get Glen French to the depot.

Mel Patrick

An apparition appears

I was sweating profusely under my heavy parka in the hot office and nearly in tears. Just as I was running my gloves down the wet callsheet to find the agent's home number, I looked up and through the station's bay window. I thought I saw a faint red light coming toward me through the blowing snow from the south. I looked again. It *was* a red light. No. 67 was backing up, and I could see the Southern Pacific-style marker light on the caboose roof and the lights inside through the window. Two lit lanterns were on the rear platform. I stomped on the foot pedal and yelled into the mike on the dispatcher's phone, "They're coming back! Dispatcher, they're coming back! They got stopped and I can get the order to them!"

Without waiting for a response from Rosey, or whoever was now in the chair, I ran out the office door and around the ticket window to the waiting room. As I opened the outside door to the platform, I saw the conductor and the rear brakeman on the caboose's rear platform. The skipper swung down and spit a big mouthful of chaw when his five-buckle overshoes hit the snow piled high on the platform. The brakeman, hanging onto the back railing on the caboose to protect the crossings as the boxcars creaked by, waved a finger at me.

I was so glad to see the conductor step closer to me under the platform light that I couldn't speak. He walked up to me and asked what was going on. Why was I here? My eyes were salty from tears, and my glasses were completely fogged over as I told him I had a meet with him and 68 at Cambridge. He stopped in his tracks.

The two F units were now garbling back and soon were in sight through the snow. The 127 stopped with its snow-covered nose in front of the depot, and the head brakeman and fireman slid down the ladder.

The fireman was the first one to reach me. He had on a light summer jacket and a heavy hat on with earflaps, looking like Barney Fife on a hunting trip. He looked at the conductor as I was telling him about the meet order and broke out in a nervous laugh. He said that as they had gone by the depot, the engineer had reached behind the control stand to grab a sandwich and a Thermos from his grip. Armstrong had been looking over the train on the left-hand curve but looked up and forward when they hit the snow drift at the south corner of the depot and watched the blast of snow fly up and out, hitting the hood of my old Ford.

"AO! AO! 67 missed the orders. Where's 68? He doesn't have the meet order!"

Why, he thought, would the Sabin kid's car be here at Iowa Falls, especially at this time of night? There's no one on duty this late here. He had run over to the engineer's side of the cab and looked back through the cab-door window and saw my frantic fusee stop signs in the blowing snow. By the time they got stopped, they were already over the Iowa River bridge, around the next curve, and nearly to the north switch at Purina, over a mile away.

No one said a word after that. I found the order hoops, now buried in the snow, gave them their orders, and they got back on the engine. Brink, still at the window, just waved. With two short blasts of the horn, they pulled slowly away; the conductor jumped on the caboose as it went by. I watched the light dim into the winter night. The snow crunched under my boots as I made my way back into the operator's office. My whole body was still shaking, and I could feel I was dripping wet. I pulled on the old accordion mike, put the headset on, and, making sure I wasn't interrupting anything on the dispatcher's phone, said quietly, "OS, AO."

The third-trick man responded, "Dispatcher."

"Number 67 arrived AO at 10:48 p.m., departed 11:06 p.m."

The dispatcher said, "Okay, AO, good night. You can go on home now." ■

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TRACKING DOWN

A behavior-modifying encounter in Appalachia didn't deter the quest

No one said a word when I photographed C&O's TR4 cow-calf set 9624-9625 at the yard outside Pikeville, Ky., on September 15, 1966, but a subsequent conversation in the yard office put me on my guard in an area where railfans seemed to be virtually unknown.

Examples of railroad employee, police, or municipal law-enforcement overreactions to railfans photographing trains in today's post-9/11 era bring to mind a bizarre experience I had in the mountains of eastern Kentucky in the mid-'60's. I was at the engine terminal serving Chesapeake & Ohio's yard outside Pikeville, the last facility southward on the line from Ashland that fed coal branches and connected with the Clinchfield at Elkhorn City. It was September 1966, and my black 1961 Ford Galaxie was loaded down with the remainder of my stuff after a year of graduate study at the University of Tennessee in Knoxville. I was "taking the scenic way" back to Ohio, en route home to Michigan.

Basically, I was in search of some of C&O's elusive road Alcos. The road's only

We Detroit fans were used to seeing C&O RSD15's on "tunnel pullers" from Rougemere Yard to Windsor, Ont.—this is No. 6800 ready to head over to Canada in October 1960—but C&O's other road Alcos were mysteries to us, locked away in Appalachia.

C&O'S ALCOS

By J. David Ingles • Photos by the author

two RS3's were reported to be based at Pikeville, and although I didn't find them, I did photograph in the yard (Shelby, or Shelbiana, as I'd later hear the place called) an EMD that was just as rare, one of C&O's two TR4 cow-calf sets. It was a gray day, and nothing special was at the engine terminal. I was headed back to my car when an employee hailed me, and asked me what I was doing. I explained, but he beckoned me inside the yard office. What ensued was a conversation that, some years hence, might've made for good script material in the movie *Deliverance*.

After explaining my situation, I could not believe the reaction. The man had called in a colleague, possibly a superior, and next spoke to him. "Did they ever remove them restrictions on takin' train pictures after the war?" he asked. The newcomer replied, "Well, I'm not rightly sure if they did."

The *war*, I thought? What war? World War II ("the big one," as my future uncle-in-law always called it)? Hey, that was 20-some years ago (the Korean conflict was a decade gone, and the Vietnam War had not yet become a major public issue). They mulled it over, soon decided I was harmless, and sent me on my way. As I pulled out of the parking lot, I wondered if they'd seen my car's Michigan license plate. Maybe it didn't matter—I hadn't acquired much of a southern accent in my nine months in Tennessee, so they already knew I was a Yankee.

Theirs was a reaction I hadn't encountered in numerous weekend railfan jaunts in east Tennessee and environs over the past year. What I was pretty sure of, though, was that they weren't just "messin' with me," because to judge from the entire conversation, these good railroad folks seemed to have never seen a railfan before. This realization dictated how I behaved at my next few stops in deepest Appalachia.

In pre-C&O/B&O and Chessie System days, C&O itself had been a precursor of what Pocahontas coal neighbor Norfolk & Western had just become—a "split personality railroad." Not quite two years before, N&W had bought the Nickel Plate (plus a couple of smaller roads) and leased the Wabash, despite not connecting to either. As part of the merger, N&W had to buy the Columbus-Sandusky (Ohio) line from the Pennsy to effect a connection, at NKP's hub of Bellevue. Similarly, C&O in 1947 had finally absorbed Van Sweringen sister

On my morning visit to Peach Creek roundhouse, I first bagged some RSD15's from across the yard throat (above). Slipping stealthily into the ready-tracks area, I got my first good photo of a C&O RSD12 (right).

road Pere Marquette despite having only three tenuous physical connections to it. So, both Pocahontas roads had added loosely connected Midwestern appendages known for fast freights of autos and parts and general merchandise, vs. mainly slow coal drags.

C&O maintained two distinct "districts," the Northern (the former PM lines) and the Southern (the "real C&O"). We Michiganders were used to seeing a virtually all-EMD C&O, despite the fact that one of its two main Detroit yards, Rougemere in Dearborn, was across the parking lot from Ford's giant River Rouge steel and auto plant complex. Alco switchers ruled the local Wabash, Penn-sy, and Grand Trunk Western yards, and Ford itself stabled only S1's and S2's, but DT&I (once a Ford property), New York Central, and C&O relied on EMD's, which, yes, were allowed on Ford interchange property even though they were built by rival General Motors.

The Schenectady builder's minority status, nationwide as well as on Detroit's rails, was a big factor in making me an Alco fan. Those of us who devoured diesel rosters knew that C&O owned a few road Alcos—we'd see one or two regularly, in fact. To connect the former PM's Michigan and Ontario operations at Detroit, and to interchange with the two big Canadian railways, C&O had forsaken Detroit River carferries and ran a "tunnel puller" each trick between Rougemere and Windsor, Ont., using trackage rights on NYC and diving through the twin international bores of its Detroit River Tunnel Co. For these pullers, C&O had freed from their far-away secret home one, sometimes two, of its 6800-series high-nosed Alco RSD-15's. (From 1959, when I started shooting slides, through 1965, we'd seen 6 of the 12 6800's temporarily based at Rougemere.) Whether on the tunnel-mouth grades or even just heading round the bend and up the hill out of Delray interlocking, these C-C-trucked behemoths made for a fine show.

Moreover, through correspondence with C&O followers up in Saginaw, our covey of Detroit diesel fans eventually learned where these Alcos hailed from. Most of C&O's 12 RSD15's, as well as 10 smaller 6700-series RSD12 sisters (2,400 h.p. vs. 1,800 h.p., respectively, and 8 feet shorter), were based at Peach Creek, the yard and terminal at Logan, W.Va. Even rarer C&O road Alcos were its two RS3's and two RS1's, of which none in my crowd had ever seen a picture. (C&O had 58 S2 switchers, but we'd seen them at several Ohio points over the years.)

Which is why I'd gone to Pikeville on the way home from Knoxville that day in September '66. And why my next C&O port of call was to be Logan, east over a couple of ridges and the state line (with

Just over two-thirds of C&O's RSD12's and RSD15's were on hand at Peach Creek that morning. One of the 1,800 h.p. units, 2007 (barely visible at upper right), already had been renumbered into the C&O-B&O series. Before departing, I also shot the m.u.'ed S2's drilling the yard's south end (bottom right).

a short visit to the N&W in Williamson, W.Va., in between). Upon my arrival in Logan on that gloomy afternoon, I found a motel, checked in, and explored the area in early evening. I located the yard, and, cautiously from my car, photographed a C&O RSD12, the 6704. It was the first time I'd ever seen one.

The yard was north of Logan, wedged between the hills and where Peach Creek, the stream, emptied from the east into the Guyandotte River, which C&O's line followed south from Huntington as it tapped the coalfields. The roundhouse area—complete with turntable, coal tower, and water standpipes—was at the south end of the yard.

More Alcos were over on the ready tracks, all right, just north of the turntable, but it was getting dark. *Hmmm.* With my Pikeville experience in mind, I determined that a stealth run into the engine area next morning was in order. I could park my car between the units and the river, out of sight of any offices, and hopefully conduct a photo blitz without having to fight World War II again.

Next morning dawned sunny, and

there were still Alcos aplenty on hand. Ideally, since I traded slides with a couple of local buddies plus, by mail, a half dozen other fans around the country, I would take at least four or five shots of each unit. (Many of us collected slides on our hometown roads of all the units we could.) But I was low on film, and low on cash (and could I even *buy* Kodachrome in this part of West Virginia?). More important, I didn't want to take the time to change film standing between units here—this had to be a quick in-and-out operation.

Mission accomplished. First, again from the car, I bagged a couple of the 6800's from across the yard tracks to the east; their crewmen ignored me. The other Alcos were farther away to the north, so I took the plunge and drove around behind the roundhouse to a secret spot I'd checked out between the ready tracks and the river. I got out and stealthily walked among those chortling 251's, taking "roster shots," many at a tight angle, of every Alco I could. I probably was out of my car for less than 10 minutes.

Turns out that nine of the 6800's (two of which we'd never seen in Detroit) and six of the 6700's were present at Peach Creek that morning, a respectable 68 percent of the two fleets. Emboldened by my success on the ready tracks, I drove back out and allowed myself the luxury of another couple of shots over at the yard throat, where an m.u.'ed pair of S2's was drilling. I hadn't had a single verbal encounter with any C&O employee. As I steered back onto public property for good, I heaved a sigh of relief and soon was heading out of town. No one appeared to be following me.

But where were those doggone RS1's and 3's? (C&O had also owned a pair of RS2's, but we knew they'd been around for only a year and had long since been sold to the Lehigh Valley.) Had I not gone through the interrogation at Shelby, I might've risked going into the Peach Creek office and asking. But now? No way. The RS3's hadn't been at Pikeville, they weren't at Logan, and I didn't have the time, film, or money to go any farther out of my way. I didn't even have time, alas, to hang around for action shots of the Peach Creek Alcos that obviously were getting ready to go to work that morning hauling coal hoppers.

My next stop was Huntington, where I reconnoitered the C&O backshop just enough to, I thought, determine that no RS1's or 3's were visible deep in the grounds . . . and then I spotted an RS1, just sitting there chortling away, minus a crew and very accessible. Bingo!

Not far west was Russell, Ky., site of a big C&O hump yard and engine terminal. I'd been here before with Dad, on side trips from his business visits at the DT&I carshop at nearby Jackson, Ohio, so I knew the layout.

There were Alcos here, too, as I expected, but not the B-B-trucked RS's. Rather, Russell was known to be home to the last 7 survivors of C&O's 26 C-C RSD5's, in series 5570-5595 (the other 19 had gone in trade for EMD SD18's, which rode on the Alco trucks). I guess my black Ford was sufficiently inconspicuous, because I successfully penetrated Russell Yard in various spots to take slides of four of them. One, the 2006, was already renumbered (from 5592)

At the big yard in Russell, Ky., were four of C&O's last seven RSD5's (right), the other 19 of which had been traded-in on EMD SD18's. Fourteen-year-old Baldwin AS616's pushing the hump (below) were old Cincinnati friends.

into the future Chessie System series to avoid the ranks of B&O F7B's. (One of the RSD12's at Peach Creek, in fact, was similarly renumbered, from 6700 to 2007, as was the cow-calf at Shelby, from 6601A/B to 9624/9625, to avoid GP9's.) Also at Russell, as I expected, were a few of C&O's 39 Baldwin AS616's, some in pairs for hump work, but those were old-hat, as our crowd had seen a lot of them around Cincinnati on numerous visits.

With Russell covered, I headed for a free overnight and, I hoped, a film replenishment in Dayton, Ohio. This would be at the home of friend Lou Marre, he of "Shooting Eagles" fame to you CLASSIC TRAINS readers [pages 74-79, Winter 2004], from where I'd departed for Knoxville four days earlier.

After only one stop en route, at N&W's Portsmouth (Ohio) yard where I nabbed three duos and a trio of Alco T6's, I appeared at Lou's doorstep with a smile and the news that I had exposed some frames on four types of C&O Alcos—with no harm to the nation's war effort.

The future held some irony regarding these Alcos. C&O had taken over the B&O, and in fact, I learn from reviewing photos and references, had even loaned B&O at least two trios of the 6800's in 1962 to work out of M&K Junction, W.Va., in helper service. As Chessie standardized things, the Alcos I tracked down at Peach Creek would soon migrate east, to B&O points. The only road Alcos B&O had were FA's, so B&O shopmen must have scratched their heads a bit at these C&O beasts.

In 1972, moreover, six of the RSD12's would be sold to the Lasco leasing subsidiary of Upper Michigan's Lake Superior & Ishpeming, and I'd see them in my new home Wisconsin territory, first leased to Chicago & North Western and then later working on the LS&I itself, where they wound up. (The big 6800's were retired in 1969 and traded to GE on C&O U23B's.)

First prize at Huntington, W.Va., was RS1 5114, just sitting there. Five years later I caught up with her again, as B&O 9185, derailed at Robey Street Yard in Chicago.

Further, in March 1970, I ran across the same RS1 I'd chanced on in Huntington, renumbered from C&O 5114 to B&O 9185. (On the C&O, they had occupied the two number slots above the 14 S4 switchers. By joining B&O's large fleet [115] of Alco yard goats in late 1966, the RS1's had outlasted every other C&O Alco except its four 1967 C630's.) My encounter with 9185 was in Chicago, of all places, where both RS1's had been reassigned to Robey Street coach yard. I never saw the other one, but Pittsburgh friend Ken Douglas traded me a slide of it as B&O 9186. According to later C&O motive-power publications, the RS1's were built with steam generators for passenger switching at Huntington and were reassigned to Pittsburgh after Chicago's Grand Central Station closed.

Alas, neither I nor any of my slide-trading buddies ever laid eyes on, or pointed a camera at, those two elusive C&O RS3's (which weren't retired until August 1968), and there's a blank spot in my slide files for C&O 5600-5601 to this day. ■

The final fires of Birmingham

Story and photos by Thomas Lawson Jr.

After Alabama's Class 1's were dieselized, steam lingered in the Steel City of the South

When Louisville & Nashville moved its last 2-8-2's out of Birmingham in summer 1956, Class 1 steam railroading in Alabama ended. Thereafter, the state's only active steam locomotives were on three common-carrier short lines (Alabama Central, Mobile & Gulf, Sumter & Choctaw) and a handful of industrial roads. However, the heaviest concentration of steam power by 1957, in both size and quantity, was on the steel-industry railroads around Birmingham and at an associated coke works in nearby Tuscaloosa.

Woodward Iron Co.

At Woodward, Ala., 12 miles southwest of downtown Birmingham and 3 miles north of Bessemer, two private railroads operated steam until the end of the 1950's. The larger and better-known was Woodward Iron Co., which had an extensive rail network serving its blast-furnace plant, coke works, a coal mine, and two iron-ore mines.

Woodward had been slowly dieselizing since 1950, acquiring six EMD switchers. However, the company's motive-power needs required that, at the end of 1956, six Baldwin steam locomotives (three 2-8-0's, two 2-8-2's, and a 2-10-0) were maintained in serviceable condition. Well into mid-1957, four of the six usually would be operating on any given day,

The general recession in the economy that began in third-quarter '57 slowed Woodward's production to the point that on January 1, 1958, when the fire in 2-8-2 No. 31 was dropped, the company was—for the first time in its nearly 80 years—operating without the services of a steam locomotive.

Despite the fact that Woodward bought a 75-ton Porter diesel later in 1958 for a specific switching assignment that its EMD's had seldom covered (normally, a 2-8-0 handled it), steam operation did return to the blast furnaces in the following year. Demand for pig iron improved enough in spring 1959 that Woodward put its No. 3 iron furnace back into blast. "Sport Model" 2-10-0 No. 41 (originally Alabama, Tennessee & Northern No. 401) and 2-8-0 No. 35 were put back into service in early May to cover this added workload. By the end of the month, 2-8-2 No. 40 also had been reactivated.

The steam revival soon ran into trouble, though. On June 16, 1959, less than six weeks after No. 41 was returned to use, its flue time expired, sidelining it for good. Engines 35 and 40 continued in steam until early July when the wrist pin in the left crosshead of the 35 sheared apart, forcing the 2-8-0 into the shop. At that point, No. 31, a 2-8-2 built new for Woodward in 1912, was hastily pressed back into service.

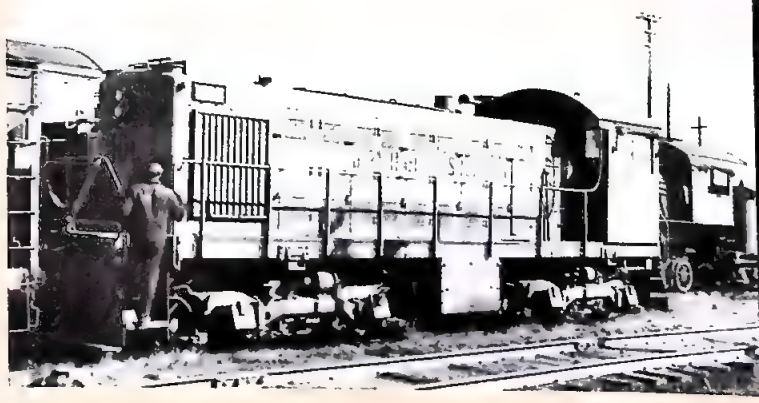
The damaged running gear and piston had been removed from the left side of No. 35 by the end of July to be repaired

Woodward Iron Co. 2-8-0 No. 35 backs upgrade with two hot-metal cars on May 16, 1959, two months before a valve-gear failure sidelined her for good. Decapod 41 (opposite page) is being spotted for sanding in late May '59, just a few weeks before her flue time expired and she too went cold for good.

and then reinstalled, but before these repairs could be completed, No. 40 had to be removed from service, mostly because of defects with its tender. That left only one steam locomotive, No. 31, available for use of the six still on the property (2-8-0's 36 and 38 had been retired by the end of 1957 and were not available for duty without extensive shopping).

Woodward could not get by with just one steam engine available to augment its diesel fleet. Plus, it was uneconomical keep the manpower needed to service steam locomotives when only one was running. As a consequence, Woodward contacted the Birmingham Southern Railroad, and in August 1959 the iron company began leasing two surplus Alco S1 diesels, BS Nos. 100 and 101. Mikado 31 was then withdrawn from service, forever ending Woodward's use of steam power.

No. 31 was sold in January 1962 to South Carolina's Rockton-Rion Railway, where it saw several more years of service. Today, Decapod No. 41 is stored at the Mid-Continent Railway Museum in Wisconsin.



On November 28, 1959, leased Birmingham Southern S1 No. 101 passes dead Woodward steamers including 2-8-2 No. 31, the last one to run.

DeBardeleben Coal Corp.

Handsome 0-8-0 No. 3525 awaits its next switching movement at the DeBardeleben coal-loading tipples on a misty April 2, 1960.

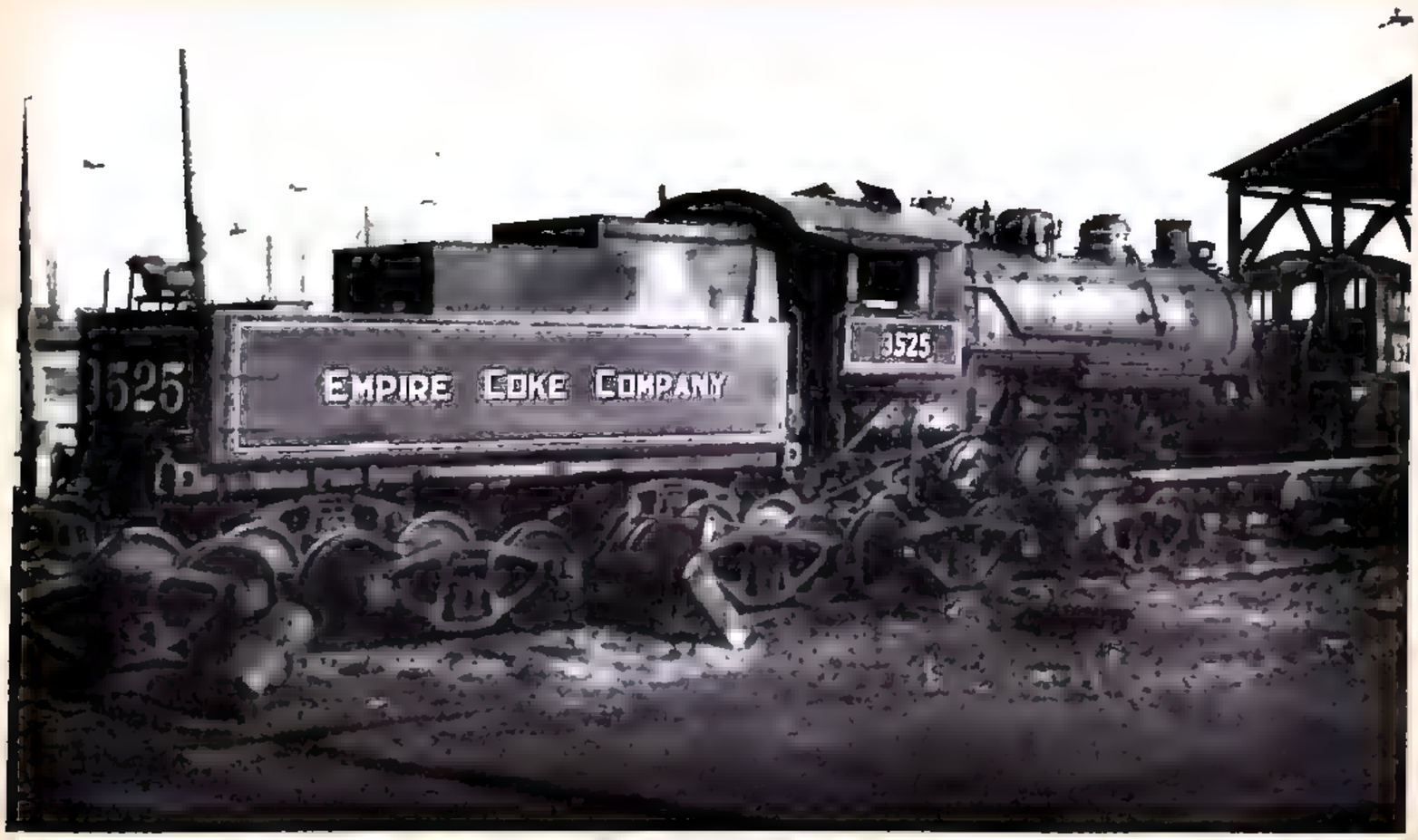
The DeBardeleben Coal Corp. operated a small coke works at Holt, Ala., about 4 miles northeast of Tuscaloosa. The company's headquarters were in Birmingham, 55 miles to the northeast, and much of the plant's output went to the iron-foundry markets there.

In summer 1957, DeBardeleben purchased two 0-8-0's, Baldwin No. 3525 and Lima No. 3566, from the Illinois Central. These engines replaced a pair of former IC 4-6-2's that the coke works had acquired from the Mississippi Central in 1953. The big 0-8-0's retained their original IC road numbers at Holt. They alternated in service, with one or the other working every day of the year.

The only variation to this pattern would be the week, each summer, that the Central Foundry Co., next door to the coke works, would rent DeBardeleben's extra steam engine while the foundry's own General Electric 80-ton center-cab diesel underwent its annual inspection and repairs.

In early 1962, DeBardeleben bought a Winton-engined Electro-Motive Corp. model SC diesel switcher (built in 1936 as New York Central 570) to end the regular use of steam motive power at the Holt works. Engine 3566 was sent off to scrap shortly thereafter, but sister 3525 was retained as a back-up locomotive. The following year, the DeBardeleben family sold the plant to the McWane Cast Iron Pipe Co. of Birmingham, which then renamed (and operated until 2004) the facility as the Empire Coke Co.

The surviving 0-8-0 was relettered for Empire Coke, but its only additional use was one last time as a loaner to the Central Foundry folks next door. After Empire Coke acquired a second EMC-Winton switcher in 1963 (an SW model built in 1937 as Elgin, Joliet & Eastern 206) the 3525 sat unused at Holt until it was sold in late 1971 to the Stone Mountain Scenic Railroad in Georgia. Later the engine went to the North Carolina Transportation Museum at Spencer, and now it is on display as "Southern Railway 1894" at Tanglewood Park in Winston-Salem.



Out of service but relettered for Empire Coke Co., No. 3525 stands at Holt on March 9, 1965, with Electro-Motive SC No. 570, the Winton switcher that put her out of work.

In a view from outside the plant fence, ex-Army 0-6-0T No. 5 works east of Pullman-Standard's Bessemer shops on a hot July 29, 1960.

Pullman-Standard Car Manufacturing Co.

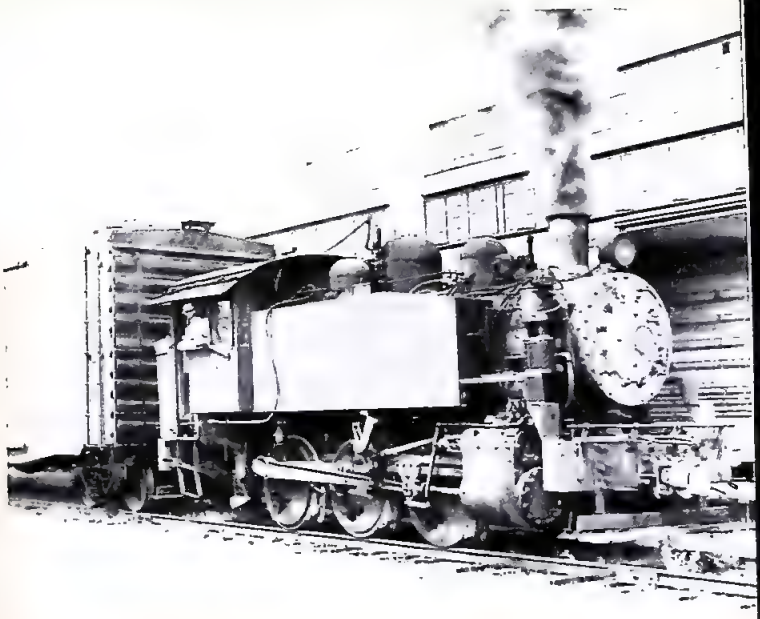
After World War II, the major industrial complex in Bessemer, 10 miles southwest of downtown Birmingham, was the plant of the Pullman-Standard Car Manufacturing Co. Pullman's Bessemer plant was so big that two switchers were required daily to work the facility. By 1958, the three steam locomotives in rotating service there were: 0-4-0T No. 2 (Baldwin, 1916); 0-6-0T No. 4 (Vulcan, 1943); and 0-6-0T No. 5 (Porter, 1942). The two six-drivered engines had been built for the Navy and the Army, respectively, and were essentially identical in design.

Photography was strictly forbidden inside the Pullman plant. But fortunately, several times a day, the engine assigned to work the east end of the plant had to come outside the company's fence to make switching moves. Thus, by making enough random visits to the spot and showing some patience, one could eventually photograph all three of the engines.

It was Pullman-Standard's use of its switchers outside the fence at the *west* end of the facility, though, where the plant trackage connected with the Birmingham Southern, that led to the demise of Pullman-Standard's steam locomotives. There was a point at this end of the property past which the P-S switcher was not to operate. Any switching moves required beyond this point were to be performed by the BS.

BS crews began to complain in 1961 that Pullman's steam locomotives were routinely venturing well past this point. These complaints eventually reached the local Interstate Commerce Commission inspector, who visited one day to observe things. The inspector's interest stemmed from the federal law requiring locomotives operating on common-carrier trackage to be maintained to ICC safety standards; the P-S plant engines lacked ICC certificates. He managed to photograph one of Pullman's 0-6-0T's obviously violating BS track space. That July, the proof was presented to plant officials confirming that their locomotives were operating on common-carrier trackage. Rather than bring its three teakettles up to ICC standards, P-S immediately removed them from service.

Birmingham Southern agreed to sell to P-S the two Alco S1 diesels, 100-101, that had been leased by Woodward Iron [page 39] but otherwise had just sat around for five years as surplus. Eventually, on June 7, 1962, a BS crew pulled the three condemned tank engines from the Pullman plant, starting them on their final journey to a Birmingham scrapyard.



Pullman-Standard

Safety valve blowing, Pullman-Standard No. 5 jockeys a brand-new (and still unlettered) boxcar somewhere within the carbuilder's plant.

Pullman's last three steamers stand on a siding at the west end of the plant on June 7, 1962, awaiting movement to a local scrapyard. At 55 tons, 0-4-0T No. 2 was heavier than her 50-ton 0-6-0T stablemates.

Republic Steel Corp.

The honor of being the last company in the Birmingham steel district to use steam locomotives in regular service goes to Republic Steel, whose Thomas Works was located about 2 miles east-northeast of U.S. Steel's Ensley Works.

Besides two blast furnaces and a coke works, Republic also had a private railroad line which ran northeast for about 3 miles to a company-owned coal mine at Sayreton. Two Moguls had been used on this daily mine run in earlier times, but a pair of 0-8-0's (formerly L&N 2150 and 2152) replaced them in 1951. The Republic plant, also with an assortment of five secondhand 0-6-0's and an unusual 0-6-2, entered 1958 with an all-steam roster of eight engines.

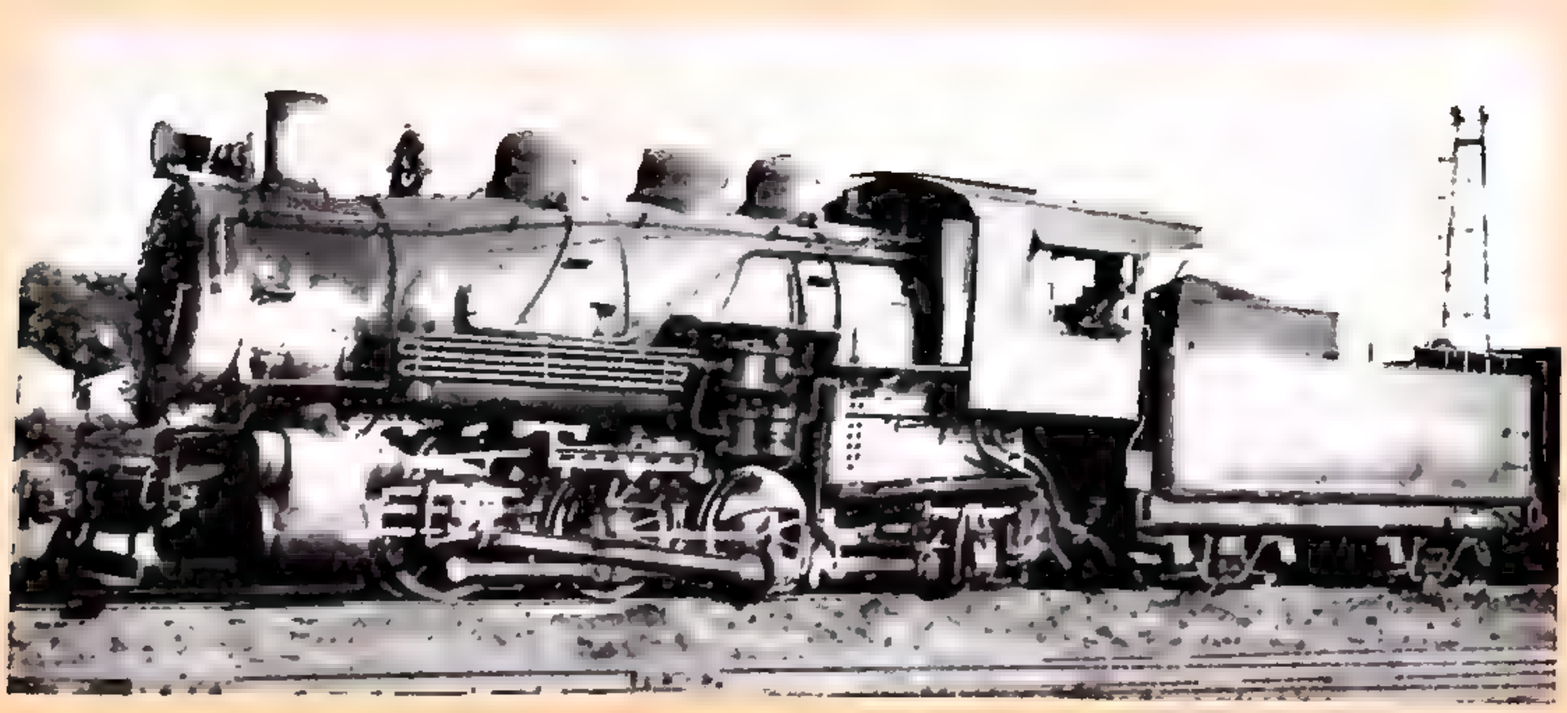
Although the blast furnaces at Thomas were mostly idle during the recession of 1958, the coke works there continued to run, albeit at minimum levels. Sometime that year, an almost-new GE 80-ton diesel was transferred from Republic's Alabama City Works at Gadsden to the Thomas Works.

With this single diesel now on hand, and given the fact that the two furnaces at Thomas were never again operated simultaneously after 1957, Republic was able to reduce its roster to just four engines in 1959. They were 285, one of the ex-L&N 0-8-0's; 286, an ex-Frisco 0-6-0; 294, the 0-6-2 from Republic's River Terminal Railway in Cleveland, Ohio; and 297, an ex-Terminal Railroad Association of St. Louis 0-6-0 that had also been previously used at the Alabama City Works.

The ex-Frisco 0-6-0 was retired in August 1961, and the ex-L&N 0-8-0 did not operate after summer 1962, when the Sayreton mine was reduced to sporadic activity. Then on April 1, 1964, the 294 and 297 were both effectively retired when the only blast furnace still operating at Thomas was again shut down for heavy repair.

When the furnace was restarted a few months later, two old 600 h.p. EMC units (one powered by a Winton 201A engine, the other by a 567) had been added to the Republic Steel roster to prevent any possible additional use of steam at the Thomas Works.

Republic soon donated the 0-6-2 to the local Heart of Dixie Railroad Museum. The 0-8-0 went to the Kentucky Railway Museum in Louisville and is one of only three surviving L&N steam engines. Finally, in July 1971, all three of the remaining 0-6-0's (the previously mentioned 286 and 297, plus long-dead 283) were scrapped on-site at Thomas.



A rare 0-6-2 type, Republic 294 rests in July 1963 at the Thomas Works. She went to Birmingham's Heart of Dixie Railroad Museum.

Two photos: Roy McLain

Republic Steel 0-6-0 No. 297 (far left) and 0-8-0 No. 285 (near left and above) are seen on duty at the Thomas Works on June 4, 1962. The former TRRA 0-6-0 met the torch in 1971, but the 0-8-0 found a home at the Kentucky Railway Museum; she's one of only three surviving L&N steamers.

Birmingham Slag Co.

Located directly west of the Woodward Iron Co.'s blast furnaces was the slag-pit operation of the company known, until 1956, as Woodstock Slag Corp. In that year, Woodstock sold out to the much larger Birmingham Slag Co., which immediately cleaned out most of the pit's worn-out second-hand steam power. However, old Frisco 0-6-0 No. 3722 remained on hand as Birmingham Slag No. 7, switching the lower-level railcar loading tipples. A one-of-a-kind Euclid 35-ton diesel-electric was put to work at an upper-level operation to replace an 0-4-0T.

By the beginning of 1959, Birmingham Slag had stuck a former Live Oak, Perry & Gulf Railroad GE 70-ton diesel in the Woodstock pit, and the 0-6-0 was shoved out to the end of a spur to become a standby locomotive. It was never again put under steam, though, and was finally scrapped in 1961.

A few miles to the northeast, in Fairfield, lay the sprawling facilities of U.S. Steel's Tennessee Coal & Iron Division (later known as Fairfield Works). The division had not used any standard-gauge steam locomotives in its plants since about 1953. However, the Ensley Works of TC&I (the northern half of the complex) had a 3-foot-gauge railroad around the open-hearth furnaces which used a fleet of heavy Porter 0-4-0T's and 0-6-0T's until the plant was temporarily closed because of economic conditions in April 1958. Thanks to U.S. Steel's extreme aversion to photography inside its plants, no railfan pictures of the corporation's last steam power, which never ventured near public areas, are known to exist.

Still carrying a distinctive Frisco "coonskin" numberplate, Birmingham Slag Co. 0-6-0 No. 7 stands dead on a storage track in May 1959.

U.S. Pipe & Foundry Co.

Another fairly late user of steam locomotives within the city limits of Birmingham was the U.S. Pipe & Foundry Co. The company's two iron foundries, coke plant, and two blast-furnace sites were mostly dieselized by 1954, but four steam locomotives (two 0-6-0's, one 0-6-0T, and a 2-8-0) survived long enough to see some service during the latter half of the 1950's.

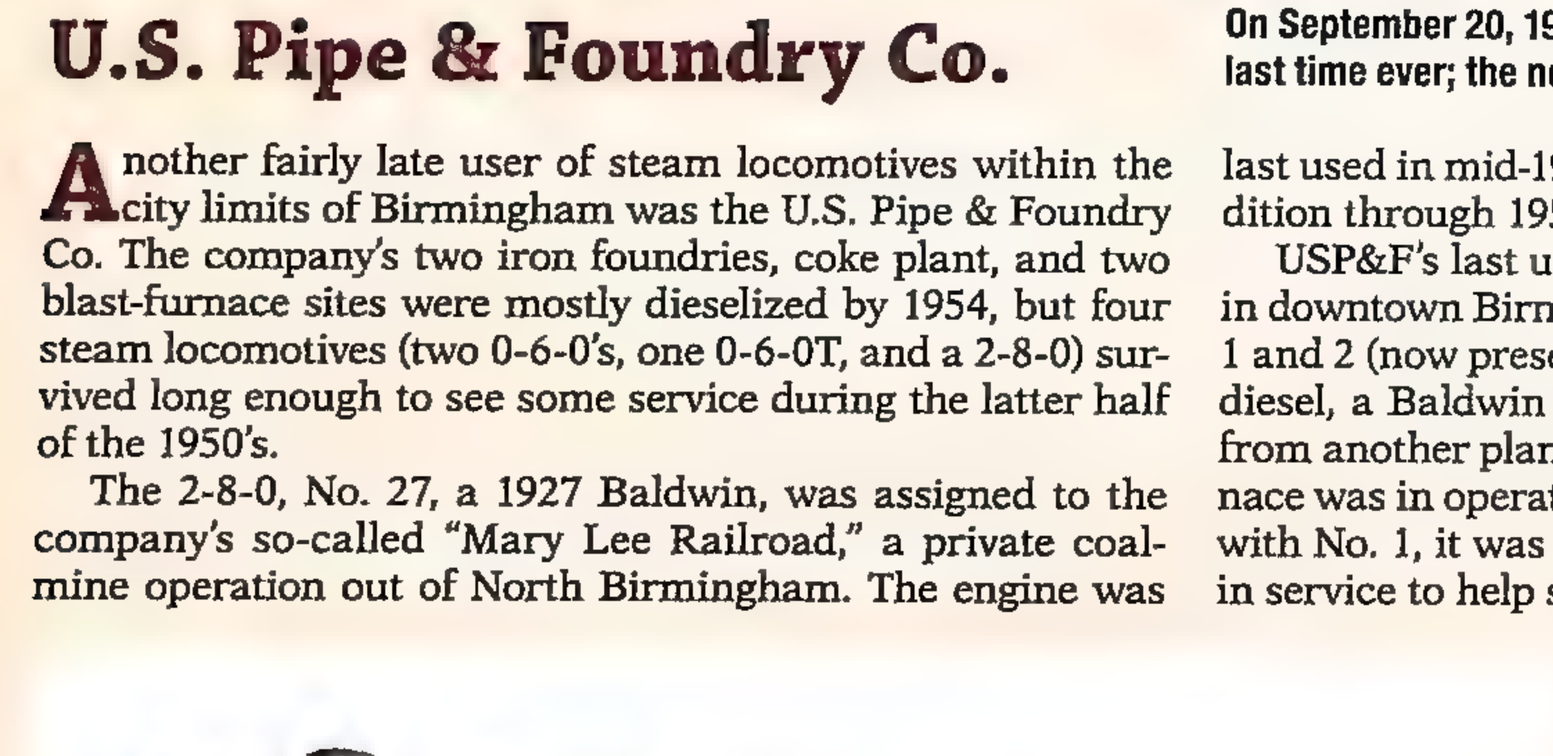
The 2-8-0, No. 27, a 1927 Baldwin, was assigned to the company's so-called "Mary Lee Railroad," a private coal-mine operation out of North Birmingham. The engine was last used in mid-1956 but was maintained in serviceable condition through 1958 and finally sold for scrap in April 1960.

USP&F's last use of steam power was at its City Furnaces in downtown Birmingham. These two very old furnaces, Nos. 1 and 2 (now preserved as historic landmarks), had their first diesel, a Baldwin DS-4-4-660 switcher, transferred to them from another plant in 1954. However, any time the No. 2 furnace was in operation, whether individually or in conjunction with No. 1, it was necessary to also have a steam locomotive in service to help switch that furnace.

To that end, 0-6-0T No. 4, a 1916 Baldwin, was in daily use at the City Furnaces until the afternoon of September 20, 1958. The engine's flue time under ICC inspection regulations expired on that date, and the saddletanker was replaced at the 4 p.m. shift change by a 45-ton Whitcomb center-cab diesel. This side-rodder had actually been purchased 10 years earlier but had been used at USP&F's North Birmingham pipe foundry before 1958.

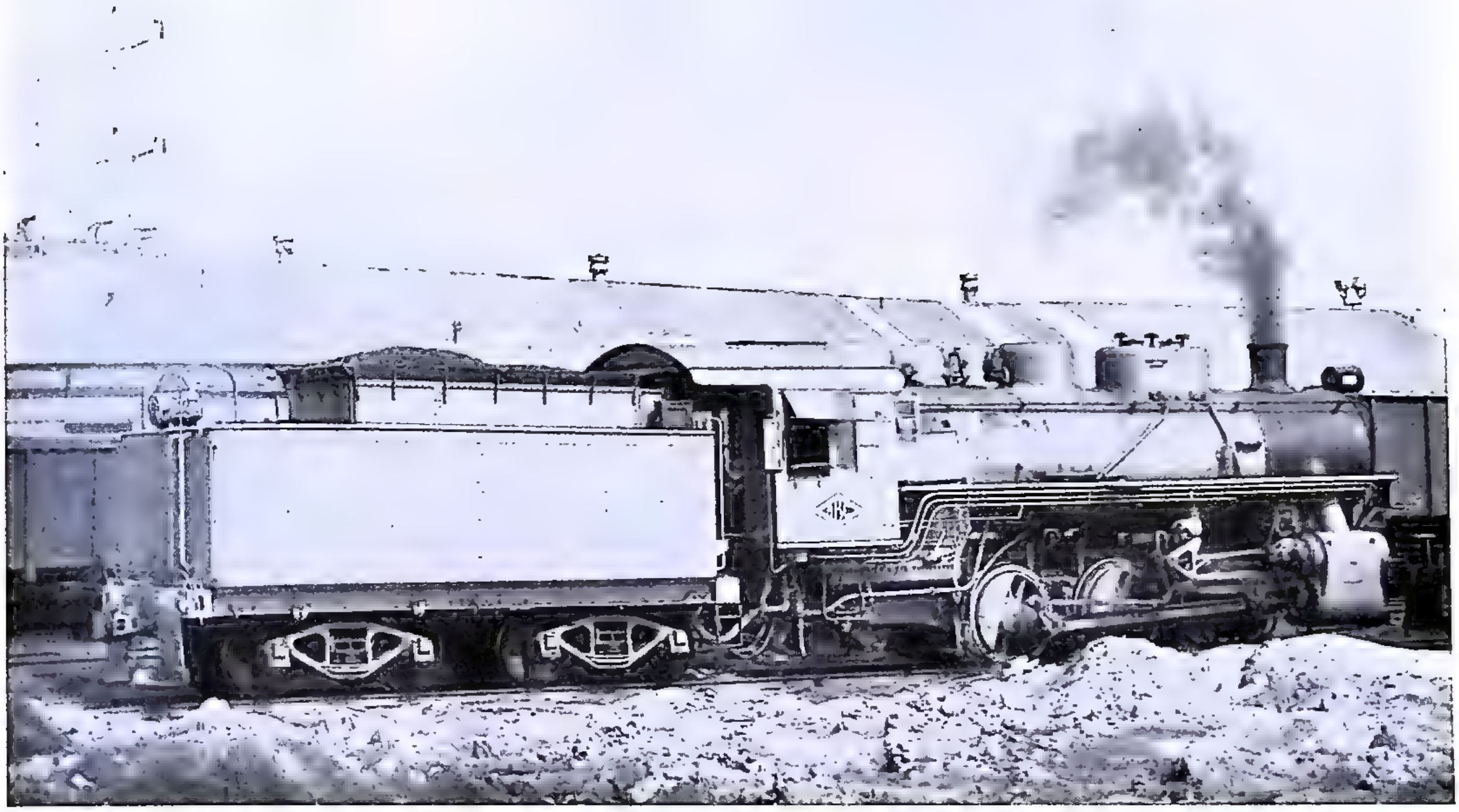
The boiler of No. 4 had hardly gotten cold before the tank engine was packed off to the scrapyard that was next door to the City Furnaces. Another steam locomotive, 0-6-0 No. 32, was sitting dead at this furnace plant even before the departure of No. 4, and it lingered, unused, until also going for scrap, in 1959.

On September 20, 1958, USP&F 0-6-0T No. 4's fire is dropped for the last time ever; the next day, USP&F's City Furnaces were all-diesel.



Lettered for the Sloss-Sheffield Steel & Iron Co., 2-8-0 No. 27 is in storage on May 7, 1955; marked for USP&F, she would work the Mary Lee Railroad at North Birmingham until mid-'56.

Army veteran 0-6-0 No. 4046 simmers at the end of a day's work at Alabama By-Products Corp.'s Tarrant City coke plant in 1959.



Alabama By-Products Corp.

The other late user of steam power in the Birmingham area was Alabama By-Products Corp., whose coke plant is located in Tarrant City just beyond the northeast corner of the Birmingham city limits. ABC effectively dieselized in 1956 when it purchased an SW900 from EMD to replace two World War II-era Army 0-6-0's, Schenectady-built No. 4030 and Lima No. 4046. However, the Lima was kept in operating condition as back-up protection for the SW900.

When the EMD underwent its first full annual inspection in 1957, No. 4046 was fired up for several days of switching. The engine missed being used during the 1958 recession, but it was under steam again for about a week in October '59. The EMD needed wheel work in 1960, which led to the 0-6-0 seeing an extended tour of duty that August.

ABC last used No. 4046 sometime in spring 1962. Thereafter, it rented diesels from dealer Birmingham Rail & Locomotive Co., Southern Railway, or USP&F's Mary Lee Railroad whenever its SW900 was down for repairs.

Jack H. Keller

In 1970, ABC donated No. 4046 to the Heart of Dixie museum, which restored her to operating condition; she's seen here on May 16, 1971.

The 0-6-0, after being displayed for five years at the entrance to the ABC plant sporting a fine paint job and full lettering, was donated to the local Heart of Dixie Railroad Museum in 1970. The other 0-6-0, the long-dead and derelict No. 4030, was scrapped a short time later. ■

Epilogue

At the end of 2005, only ABC Coke (the new name of Alabama By-Products) continues in operation. The Woodward Iron and U.S. Steel Ensley Works facilities are completely gone except for a couple of abandoned smokestacks at each location. Birmingham Slag long ago became Vulcan Materials Co., which no longer has any active slag-pit railroads. Republic Steel's coke batteries still stand, though the site has been abandoned since 1982; its two blast furnaces were torn down years ago. The Pullman-Standard plant at Bessemer is closed and partially razed, though attempts are being made to convert the complex into an industrial park. U.S. Pipe continues to operate two cast-iron pipe foundries in the area, but its Mary Lee Railroad made its last coal haul in 1982.

In all but a couple of cases, even the diesels that replaced the last of Birmingham's industrial steam locomotives in the late 1950's and early 1960's are, themselves now, also gone.

A comeback of the CENTURY

Stylish *Hickory Creek*, an observation car from New York Central's top train, rolls again

By Karl Zimmermann • Photos by the author

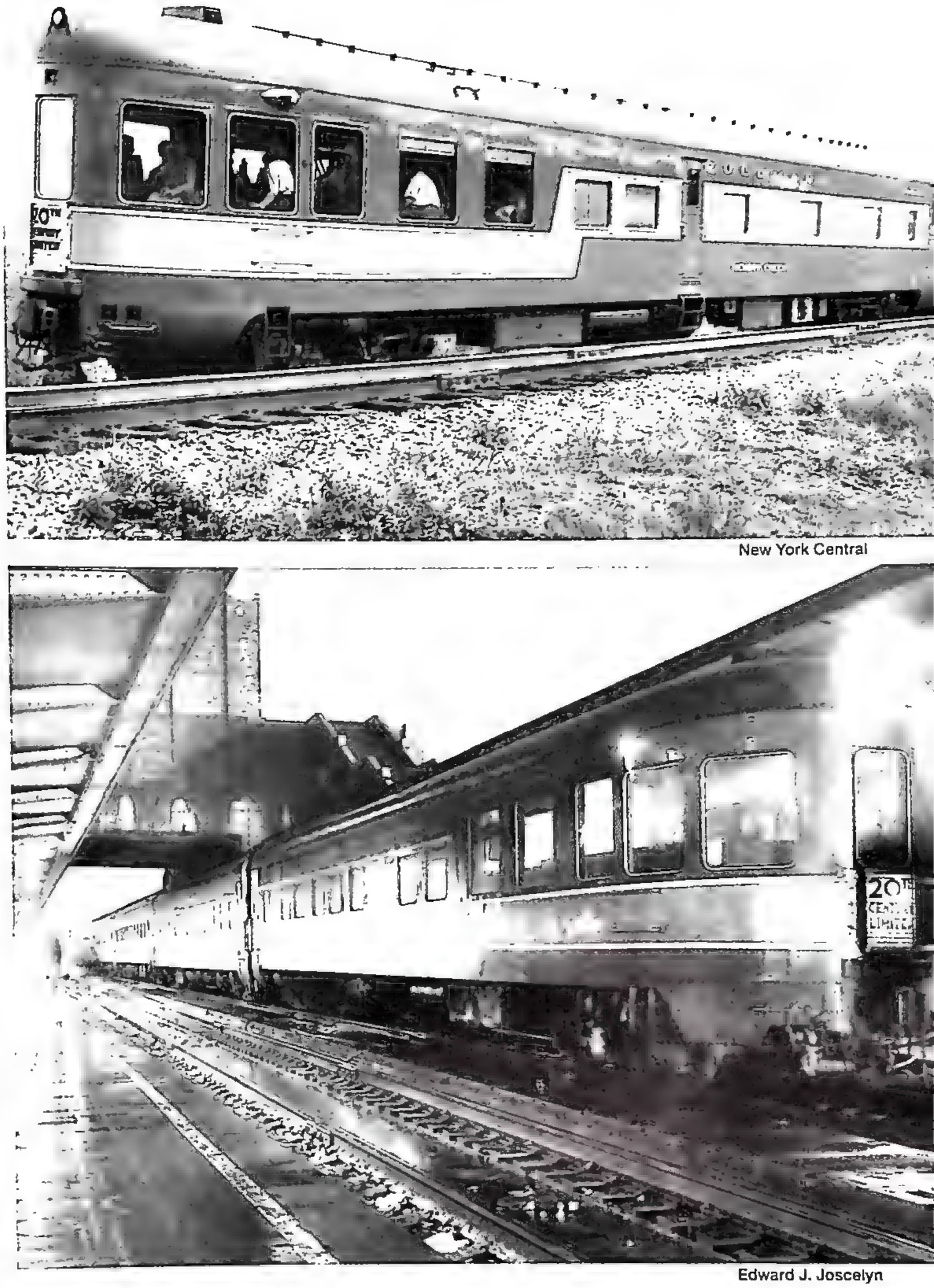
Observers standing at trackside (and riverside) just south of Breakneck Tunnel on the former New York Central's Hudson Division in New York on a sunny late afternoon in August 2005 might have thought they'd seen a ghost. When Amtrak No. 262, a Sunday-only Empire Service train from Albany to New York, raced out of the tunnel and slammed by in a whoosh of warm air and dust, a splendid two-tone gray apparition was carrying the markers, diminishing and disappearing all too quickly down the curving, high-ballasted main.

This visitor from the past was bedroom-buffet lounge-observation *Hickory Creek*, looking as splendid as when Pullman-Standard delivered it 57 years earlier, once again running along the majestic Hudson River, repeating a trek it had made thousands of times in its 19-year career.

On September 15, 1948, a new incarnation of one of the country's greatest trains—New York Central's *20th Century Limited*—had appeared at New York's Grand Central Terminal and Chicago's La Salle Street Station, ready to begin one last push for the American passenger trade. Within months, arch-rival Pennsylvania Railroad had completed the re-equipping of its *Broadway Limited*, the *Century*'s top competitor on the New York-Chicago run.

Of the 742 cars—an astonishing number—that the Central acquired in the post-World War II renewal of its "Great Steel Fleet," the most spectacular, memorable pair, hands down, were the *Century*'s big-windowed observations *Hickory Creek* and *Sandy Creek*, Pullman-Standard products, like all the cars in the train. The Pennsy also acquired cars, about 200, to re-equip its feature trains after the war. For its *Broadway Limited*, the PRR ordered from Pullman-Standard *Tower View* and *Mountain View*, a pair of observations fine in their own right although decidedly less distinctive than NYC's *Creeks*.

The Central and Pennsy put nearly 1,000 cars on the rails to pump new life into what would prove, in time, a sadly diminishing enterprise. Today, the vast majority are long gone, turned to scrap. All four premier New York-Chicago observation cars have survived, however, in operation or preservation. *Tower View* was acquired in 1970 by the Rail-



New York Central

Back home on the Water Level Route near Cold Spring, N.Y. (left), *20th Century Limited* obs car *Hickory Creek* races toward New York on the rear of Amtrak 262 on August 7, 2005.

Edward J. Joscelyn

road Museum of Pennsylvania and is in the collection at Strasburg, though not accorded the respect and prominence that some might wish. Although it's in the museum's restoration plans, the car today sits outside, wearing a coat of primer paint. *Mountain View*, restored to operating condition in 1991 by Pullman Classics Limited, had a brief day in the late sun before again falling into disuse. Just recently it was acquired by the South Carolina Railroad Museum.

Better fates have befallen the *Century*'s two obs cars, although both passed through periods of such decay that resurrection must have seemed hopelessly daunting, if not impossible. However, after a $1.5 million restoration, *Sandy Creek* re-entered service in 1991 as the much-modified but opulent and stylish *New York*, bringing up the rear of the luxury *American European Express*. Since 1994 the car has served *AEE* successor *American Orient Express* admirably. For rail historians and admirers of the authentic, however, *Hickory Creek* has proven one of the most heartening stories of railroad preservation in America. Owned today by the United Railroad Historical Society of New Jersey, the car is, by far, the most dazzling jewel in that troubled, homeless organization's crown—somewhat ironically, for *Hickory Creek* has no New Jersey associations.

Off to the circus, and back again

Time can play tricks on you, and it's odd to think that the *Creek* cars ran for just 19 years in *Century* service, and that 38 years, exactly twice that number, have passed since the *Century* died on December 2, 1967. The *Creek* cars' time on the *Century* was largely uneventful, the only notable change coming in 1961 when the interiors of their lounges were refurbished and reconfigured as part of an upgrade of services made to help celebrate the train's 60th birthday the following year.

Far more changes to *Hickory Creek*'s interior came in its next life, as the tail car on one of Ringling Brothers and Barnum & Bailey Circus's trains. *Hickory Creek* was among seven ex-*Century* cars in the consist, tricked out in silver with red and yellow trim and carrying the "Greatest Show on Earth" globe logo. For the circus, which reportedly paid $7,500 for *Hickory Creek*, and $5,000 each for the other six, the train provided both transportation and lodging for 200 performers and staff. When a *New York Times* reporter visited the train in early 1970, *Hickory Creek* was the lavish digs of Lloyd Morgan, the show's general manager. With green carpeting, bar, and color television set, the car had begun to look more like a motor home than the most stylish car on arguably the county's most stylish train. The buffet and bedrooms had been removed, along with the side service door, and wooden partitions were added to reconfigure the space.

Eventually the car went out of service and into storage at the circus's rail facility in Venice, Fla., where both wet Florida weather and vandalism took a heavy toll. Windows were smashed. The door and diaphragm disappeared, along with water tank and essential pieces of the air-conditioning system. The interior was scrawled with graffiti. Due largely to window leakage, body rot set in.

In a publicity photo from 1948 (top), *Hickory Creek* models its original lettering denoting Pullman Company ownership. Some 19 years later, the car was on the last eastbound *Century*, seen at Buffalo December 3, 1967.

An equipment broker acquired the car in 1990, then sought advice from Walter Grosselfinger, founder (in 1986) of the United Railroad Historical Society and currently its president. Did he know of an historical group in the Northeast that might have the interest

Rearward view (left) from the cocktail lounge shows the two steps up into the Lookout Lounge. In the cocktail lounge, a four-place table substitutes for the original two-seater when more dining space is needed; when not, the original configuration is restored. Lower left view looks forward from Lookout Lounge.

and wherewithal to preserve this significant car? Grosselfinger had first ridden the car with his father in 1951; for that and other reasons, he had special affection for it. He told Ray Clauss of the car, and the connections were made that would eventually bring *Hickory Creek* back to life. Clauss, who does business as Star Trak, Inc., already had a decade of experience rebuilding railroad equipment and was at that moment busy rehabilitating former New York Central car 37, the tavern-lounge that would be the United Railroad Historical Society's first operable item.

Clauss and Grosselfinger agreed that they'd need to review pictures of *Hickory Creek* before making any recommendations. After they did and felt the car was salvageable, Grosselfinger suggested its acquisition at a URHS board meeting. By a single vote, the group agreed, although the car's lack of a New Jersey association was a sticking point. Grosselfinger offered the broker in trade one of two Budd-built coaches donated earlier to the URHS by NJ Transit but without New Jersey heritage. By the time the horse-trading was over, title to both Budd coaches was transferred to the broker, and the URHS had its prize.

Resuscitation in New Jersey

In 1991 the battered hulk that was *Hickory Creek* moved north via CSX, an Amtrak work train, and NJ Transit, ultimately to short line Black River & Western at Ringoes, N.J. There Clauss began preliminary restoration, which continued sporadically until the big break came: the State of New Jersey's approval of the URHS's 1997 application for a grant under the Intermodal Surface Transportation Enhancement Act (ISTEA). Of the $650,000 expended to restore the car, $617,000 came from that grant. With the first of these funds in hand, the URHS in 1999 sandblasted and primed the car, then moved it to the M.U. Shed outside Hoboken Terminal, then under lease from NJ Transit. By now it was apparent that earlier assessments of the car's condition had been too optimistic.

Restoration was aided by Pullman-Standard blueprints, preserved at the Illinois Railway Museum. The work required was monumental: repair and replacement of the crash posts at the vestibule end, and replacement of the steps, which were beyond repair, and the side sills, and the curved side sheets at the observation end—all this and much more. Finally, the car was primed and the skin filled and resanded three times to ensure a smooth finish.

"Seeing the car emerge once again in its original livery was unbelievable," Grosselfinger said. "At first it wore a solid, Pennsy Tuscan-like primer. Then came the masking for the stripes, and the black-outlined silver for the lettering, then the grays, the lighter one first, then the darker." But the *pièce de résistance* came more than a year later.

"When that classic, blue-lighted tailsign was finally hung on the rear," Grosselfinger added, "it gave me chills." This famous icon, designed by Henry Dreyfuss, had been painstakingly fabricated by Clauss from original drawings.

Unfortunately, much work remained when *Hickory Creek* had to leave the M.U. Shop in November 2000 so NJ Transit could tear the building down to expand its yards. Since then, the car's home has been an NJT siding in Lebanon, once used by steam promoter Ross Rowland. It was there that most of the interior work was done.

***Hickory Creek*'s distinctive tail sign and interior lights glow on a November 2005 evening at the car's siding at Lebanon, N.J.**

In restoring the car, the URHS had to make some hard decisions. For instance, should the car carry the name PULLMAN bannered large across the letterboard and NEW YORK CENTRAL small by the vestibule door, the arrangement when the car was delivered, or should those labels be reversed, as they were shortly into its service? (This change occurred when Pullman sold its cars to the operating railroads, fallout from an earlier anti-trust ruling against Pullman.) The large PULLMAN got the nod, according to Grosselfinger, because the organization didn't wish to emphasize the New York Central, since the ISTEA grant would come through the State of New Jersey and the car was to become part of a New Jersey railroad museum.

"That meant that, for consistency, we had to restore the car's lounge area to its as-built, rather than post-1961, appearance," Grosselfinger said. "Which was fine with me, since the later configuration turned the chairs inward for ease of conversation, while the original had most seating facing outward, for viewing." After all, the rear portion of the observation area, which featured oversized windows and was raised for better visibility, was called the "Lookout Lounge."

With its red-leatherette, rear-facing love seat and gray leatherette club chairs, the lounge replicates the original. That's not true of the forward portion of the car, where the five original double bedrooms have been replaced by four somewhat differently configured ones, leaving space to add three showers and expand the small buffet into a full kitchen. Today's travelers expect showers to be available, and the car must be able to run independently and thus host full meals.

Paying bills by staying active

"One of the stipulations of the ISTEA grant is that the car be maintained for 20 years," Grosselfinger explained. "That means we've got to operate it, particularly in charter service, to generate revenue. And any money we do make must, by Federal directive, be plowed back into upkeep."

Hickory Creek had its "coming out party" in September 2002 at the Hoboken Festival, where it stood proudly under Hoboken Terminal's historic trainshed and welcomed more than 500 visitors. The essence of a train is movement, however, and a static display can tell you only so much about a railroad car. The next and final step came on June 26, 2005, when *Hickory Creek* left on a New York-to-Niagara Falls round trip under the auspices of Rail and Cruise Travel. On August 7, the car traveled to Albany and back, then the next day left for Chicago as part of Amtrak's *Lake Shore Limited*, returning three days later. September brought a round trip to Savannah on the hind end of the *Palmetto*.

On the return leg of that trip, running between Selma and Rocky Mount, N.C., passengers in *Hickory Creek*'s Lookout Lounge did a double-take as the *Palmettos* met. Carrying the markers on the southbound train was *Mountain View*, heading for its new home in South Carolina. ■

Treat yourself to *Century* style

For information on upcoming trips and events, or to charter the *Hickory Creek*, write charterinfo@startrakinc.com, call (732) 236-4507, or visit the *Hickory Creek* page at www.startrakinc.com.

Great Photographers

Remarkable

A keen interest in history and context has influenced the work of this California native

By John Gruber • Photos by Fred Matthews

luck

Fred Matthews' 59 years of rail photography

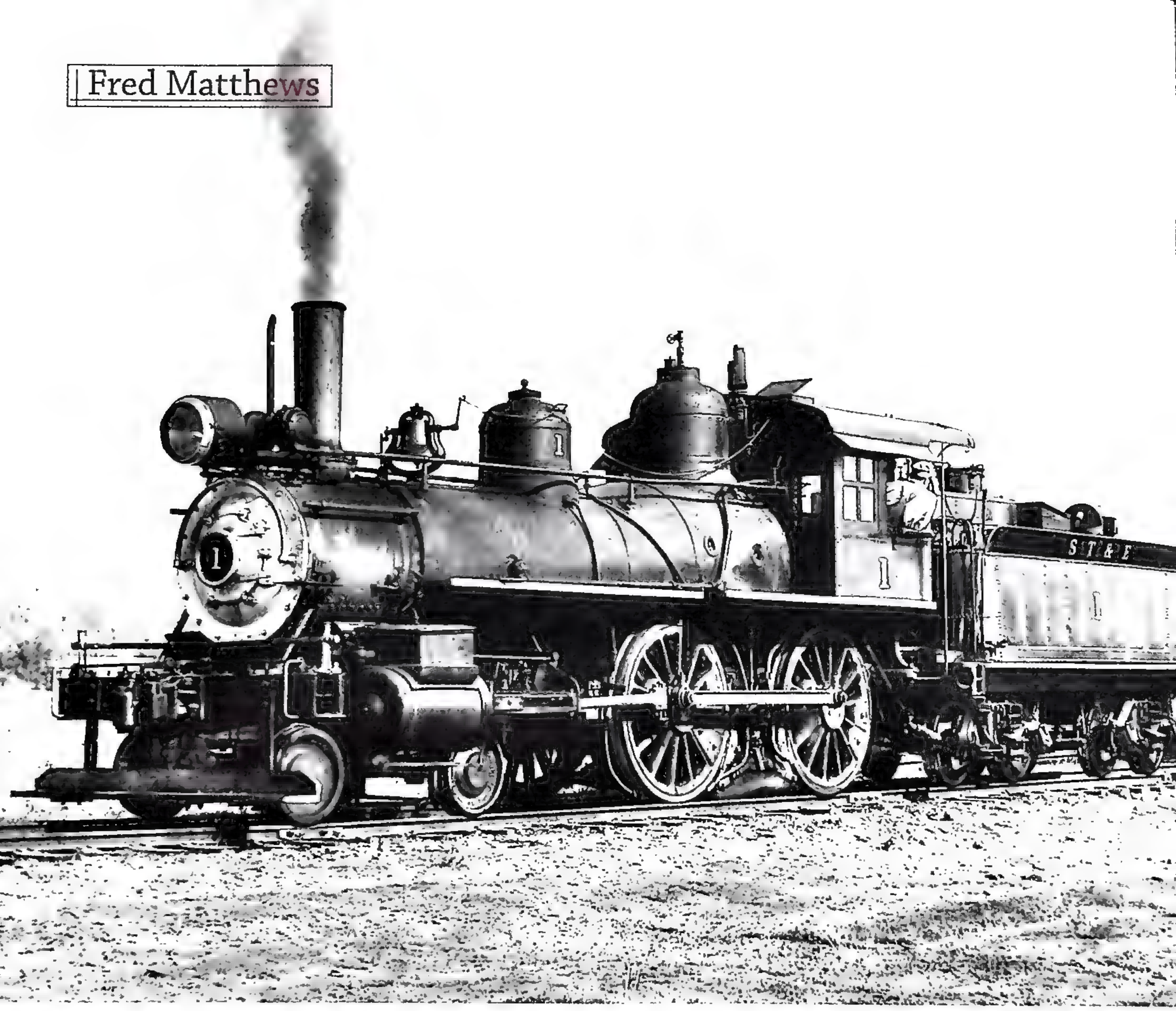
A de-streamlined *Daylight* 4-8-4, "Black Widow" F's, PA's on trains 10 and 224, and one of SP's three Alco high-hood switchers make for a colorful scene at the Oakland station and ferry terminal ("the Mole") on March 24, 1957.

Fred Matthews' visits to relatives living along the Petaluma & Santa Rosa electric interurban in northern California in the 1940's shaped his photographic outlook, and, in a sense, his choice of a career as a historian as well. "Matthews Luck" began early. "I have a friend who, whenever he goes near the track, a train comes along," Matthews says. "I am not quite that lucky. But I constantly turned up in a crucial place at a crucial time."

Matthews started making photographs because of, as he puts it, "this tremendous sense that all the stuff was vanishing. The P&SR just sort of collapsed, but it was obvious that whole segments such as steam trains, streetcars, and interurbans were going." Unlike some of his peers, he did not quit photography when steam ended. "I love the sound of first-generation diesels. We still get a couple of the switchers here [in the San Francisco Bay Area], normally aspirated. I loved streamlined diesels and early road-switchers, and I did photograph them."

A retired university professor who was born in San Francisco in 1933, Matthews talks about seeing the P&SR for the first time. "It was surviving feebly on aggregates traffic, the perishables long gone to truck. But it still ran under catenary, and most days we were there, the wire would begin to vibrate and whine. After a time, a shaky headlight would appear, and a black freight motor, looking to me like a Charles

Fred Matthews



Addams house on wheels, would creak and quaver by, blowing a watery 14L for our little crossing."

The decisive moment came about a year later, in summer 1946. "Even a kid could realize that the P&SR could not last long. So I dug out an old 116 folding Kodak and took it along to the apple country. The catenary had vanished; the freight motors were stored in Sebastopol, and a 44-ton diesel was switching. This had a big effect on me; indeed, maybe helped me decide to become a historian. I learned at a much earlier age than most kids that 'things do change.'"

Matthews transferred the notion of change to mainline steam, influenced by the frequent steam excursions run over the Southern Pacific by groups like the Cal-Nevada Railroad Historical Society and the Northern California Railroad Club, plus the juice excursions of the newly formed Bay Area Electric group, which wouldn't let him join until he reached the "age of discretion," which was thought to be 15 but was based on behavior—not getting into somebody's photo, above all. "I also discovered [magazines like] *Railroad* and especially TRAINS," he says, "and the books of [Lucius] Beebe and [Charles] Clegg, which offered photographic models. Clegg, especially, was a more imaginative photographer than the next generation would admit."

A more painful impetus for Matthews' burst of photographic activity, beginning with purchase of a cheap but sharp Kodak Vigilant 620 in early 1947, was his father's learning that he had a heart condition. Matthews' father was told to relax, find a hobby, and spend more time with his family. "My interest in trains, along with his own experience, guided us to mostly rail photos," Fred says. "He worked for Associated Oil, a former SP subsidiary, and knew senior SP people, notably the legendary Chief Special Agent, Dan O'Connell."

College commutes, then off to the Army

In 1952 things did change. Matthews' father died, and the son discovered a new world. "The university was genuinely exciting. It required much study, and even with the tiny tuition of that age when California was proud of its schools, I needed to work. So rail interest had to be squeezed into the margins. I took textbooks along to read between trains, and still recall the puzzled fishermen along Suisun Bay saying, 'he must have a line there somewhere.' I did . . . I was recording vivid but transient history. Oakland Pier and its steam fer-

Still ... ing its keep at age 83, Stockton Terminal & Eastern 4-4-0 No. 1 (Norris-Lancaster, 1864) switches the SP interchange at Stockton, Calif., on October 25, 1947. ST&E acquired the handsome American type from SP in 1909 and gave it to Los Angeles' Travel Town museum in '53.

At Pinole, Calif., where Santa Fe's line to the San Francisco Bay Area heads inland, 2-8-2 No. 4047 and another engine doublehead an eastbound freight extra on October 18, 1947. Soon the train will be twisting its way through Franklin Canyon.

ryboats was another favorite spot," Matthews recalls.

In his college years through 1957, he commuted to U.C.-Berkeley on Key System's bridge trains. "This was both great fun and increasingly sad—riding the high front seat was exciting, but the steady decline of Key's patronage and track conditions reinforced my sense that all that gave pleasure was terribly transitory. Here again," he says, "'Matthews Luck' held: The Key lurched on until April 1958, nine months after I left the area for military service."

Stationed with the Army near Pasco, Wash., for two years, Matthews found time to explore the local rail scene,

An eastbound Sacramento Northern freight with steeple-cab electrics fore and aft grinds through the hills east of Oakland in late 1956.

Fred Matthews

which was new to him. A Berkeley friend, Glenn Lee, lived near Pasco, "so we made trips by car to see NP, SP&S, and notably the fascinating Milwaukee Road electric line. On my own, midnight-leave starts dovetailed with the early departures of NP's superb *North Coast Limited* to Seattle—probably the finest North American train I ever rode. Longer leaves led to predawn dome-car rides down the marvelous Columbia River to catch [SP's] *Shasta Daylight* for California. The stamina required for that 23-hour trip in a coach now seems miraculous. Once I braved a noisy, vibrating DC3 to reach Portland in time for SP's ultra-luxury *Cascade* in a roomette to Oakland. I recall a superb, elegantly served meal in the triple-unit diner-lounge."

When Matthews was back home on leave in Oakland, friends would often arrange trips to the Sierras for the final few steam logging lines. He recalls slowly sliding down the dirt wall of a canyon while photographing the river bridge on the West Side Lumber line. He also traveled to the SP narrow-gauge in the Owens Valley. For a few weeks every spring, the line's only diesel, a custom 50-tonner built by General Electric, was taken away for shopping, and 4-6-0 No. 9 pulled the train.

"The SP narrow-gauge was a wonderful line to photograph," Matthews recalls, "with its variety of empty backgrounds, from desert sands and high Sierra through rocky hills to farmlands turning into desert after the L.A. aqueduct took the water. It left me with an abiding love for desert scenery, even through the decades when I worked many miles away. The tiny train in the vast landscape is an abiding memory."

To Boston and Europe

After discharge from the Army in 1959, Matthews landed a graduate-school fellowship at Harvard University, center of a very different but even busier rail scene from the one he grew up with in the Bay Area. "And again, it was a fading scene," he says. "I missed the [New Haven's] Old Colony commuter lines by about three days, having visited the Grand Trunk Western for steam in Detroit en route. All this experience of decline must have had bad psychological effects," Matthews quips, "but it made me want to dash out with lots of film."

SP 2-8-2 3203 and slim-gauge 4-6-0 18 present a contrast at Owenyo, Calif. This February 1951 scene graced the cover of Volume 1 of Matthews' *Northern California Railroads*.

He made one big trip during his Boston years. In June 1963, after passing a tense Ph.D. oral exam, Matthews joined traction historian Laurence Veysey on a 12-week European tour. "Once again, arriving on the verge of modernization, we burned film on many vintage tramways, vivid if declining steam in Britain and Iberia, and of course castles and cathedrals.

"Most notable was a month in Spain and Portugal, then just beginning to modernize their railways and murder their tramways. I took hundreds of railway slides in a fascist dictatorship [Spain] without being shot, and with only two warnings. I look occasionally at all these slides, only to lament Americans' total lack of interest in anything foreign—much more now than when the cosmopolitan David P. Morgan explored Europe in TRAINS." Matthews hopes to put together books on Iberian rail, and also British Rail in its era of transformation.

In 1964 he married Jean, "a brilliant, charming, and patient girl from England, who was here on a Fulbright fellowship. This meant that she had to return to England for at least two years. Upon leaving grad school in 1965, a starvation-wage junior lectureship turned up in Hull, on the edge of the northern industrial belt where most of Britain's remaining steam engines ran. Unfortunately we had to sell my superb Konica and Ikonta to finance daily life, so it was with a cheap camera that I recorded BR's traditional 'semaforests' [banks of semaphore signals] and the magical glass-roofed stations in York, Hull, and other cities. BR was then a vast world all to itself, with opening-window coaches and stations large and small where a penny ticket allowed access to the platforms. All this has changed drastically since privatization in the 1990's, though a visit in 2004 showed the surviving network even busier than 40 years earlier."

Juggling a career with photography became tougher for Matthews after he left England for Toronto, where he taught at a university for a quarter-century. "Someone teaching U.S. history in a foreign country has to keep prepared in a much wider variety of subjects than academics in the U.S., who are expected to specialize. So, at least until the early 1980's, my life was focused heavily on career duties."

Out on Great Northern's Inside Gateway line on August 16, 1948, a 2-10-2 heads a northbound out of Bieber, Calif., where GN connected with Western Pacific's line up from Keddie.

The back burner heats up

Matthews took some photos around Toronto and managed a few summer trips, notably a Western circle in 1970 to experience the last "good trains" before Amtrak—Burlington Northern's *Empire Builder*, UP's *City of Los Angeles*, and the *Rio Grande Zephyr*. But rail was on the back burner. Then, about 1980, his brother in California found a pile of wooden boxes, which contained the negatives taken in the 1940's and '50's. Most of his father's negatives, which he had processed himself, were spoiled or spoiling, but most of Fred's, professionally processed and carefully filed, were in perfect condition. "We took them back to Toronto, pondering what to do. Should I wait until retirement, the prudent course? Or make a sharp change of course, recognizing that the rail photos were a valid form of historical endeavor?"

Matthews chose the latter option, and produced the two-volume *Northern California Railroads: The Silver Age* (Sundance, 1983-1984). As Matthews expected, these lavish albums of his and his father's photos didn't seem like proper history to his department, but he had tenure and was publishing academic papers, so his future at the university was solid. Nevertheless, he recalls, "At decade's end, two forces came together: the Canadian winters began to get at me more fiercely. And my university became concerned with the problem of "dead wood"—older professors, paid more than starvation wages, who allegedly had lost their fire and bored students much younger than they.

True or not, they were willing to 'buy out' senior faculty, so after much calculation we moved to California to escape those winters."

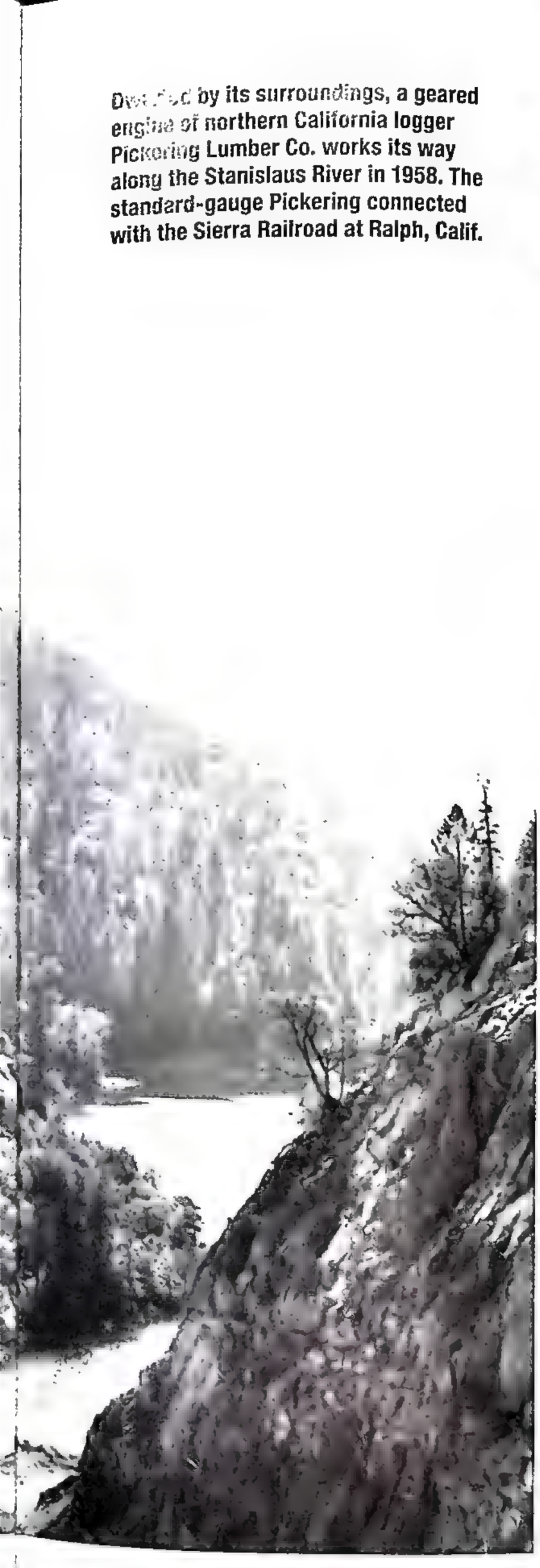
They moved first to San Diego. It was cheaper than the San Francisco Bay area, and full of sun and warmth. Matthews Luck was a factor, for San Diego, with a brand-new light-rail system (one of the nation's first), was then at the fore of California's rail revival. "For the first time, I was witnessing not decline but energetic rebirth," Matthews says. "It was truly heartening, and I recorded lines under construction and rode opening trains in San Diego and L.A."

In 1997, Fred and Jean Matthews moved to a waterside condominium in Oakland, the city where he had grown up. "Retirement also allowed us to make Amtrak trips, some of them very pleasant, and to return to Europe after many years to discover the new generation of luxury high-speed trains." From his condo, Matthews can see Amtrak and Union Pacific trains about 600 feet away [see Matthews' "Oakland's Jack London Square: A Fascinating Bottleneck" in February 2006 TRAINS].

Including the total universe

Matthews describes his photographic style this way: "From early on, I liked to leave more space around the train than in the typical railfan wedge. Maybe it was a concern for context that relates to being a professional historian; if so, it certainly wasn't conscious until later. [My] other preferences are for

Dwarfed by its surroundings, a geared engine of northern California logger Pickering Lumber Co. works its way along the Stanislaus River in 1958. The standard-gauge Pickering connected with the Sierra Railroad at Ralph, Calif.



Two Northern Pacific F units (above right) rumble over the Columbia River bridge and toward a station stop and crew change at Pasco, Wash., with train 6, NP's Seattle-Spokane local. Officially nameless, 5 and 6 were known on the NP as "Sagebrush Annie."

In Seattle (right), Milwaukee Road box-cab electric set E22A-B stands with train 15, the Chicago-Tacoma *Olympian Hiawatha*, at Union Station, also used by UP. Towered, red-brick King Street Station, for NP and GN, rises directly above the motors in this 1958 scene.

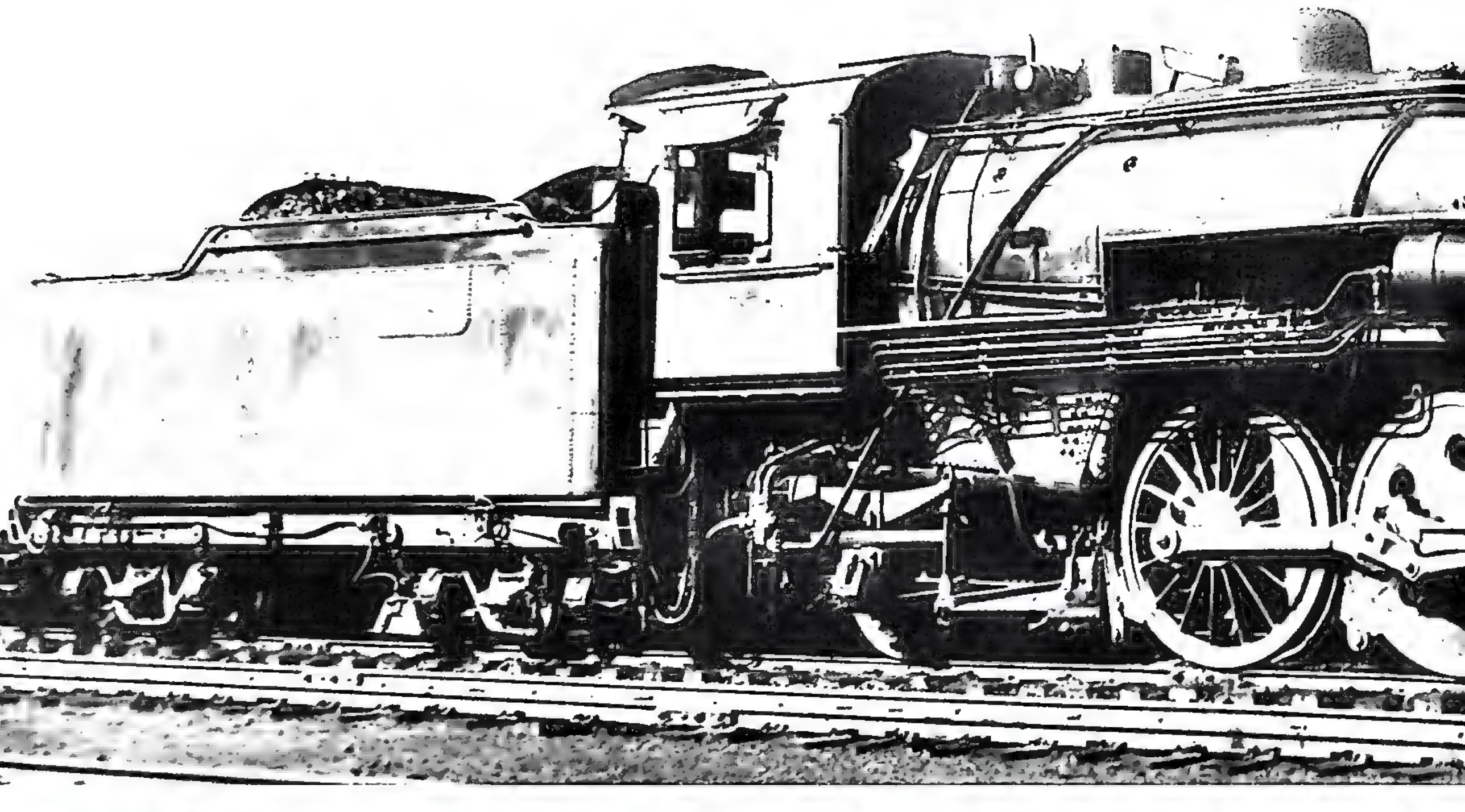
Traction in the West, Midwest, and East: Bamberger Railroad interurban 322 (top) poses for photos during a fantrip in South Salt Lake City, Utah, on September 2, 1950. A bow-tied motorman (center) controls Milwaukee Electric car 920 on July 10, 1951, as it rolls down a stretch of private right of way on Route 10, which would become Wisconsin's last city trolley line. A July 1, 1951, view (bottom) shows Baltimore car 5745 working an Ellicott City shuttle connecting with the Towson-Cantonsville main route.

broad panoramas, especially desert ones that give a feel of the total universe; and with steam engines in action, the rear three-quarter view can give a strong sense of action. Light and its variations are crucial in photography. I've tried to take off-side shots in the sun, which adds greatly to the contrast and punch of the subject. But I know that infuriates many railfans, who want complete details to help in modeling. Extreme early or late light has become more important as smog increases."

Matthews wonders: "Can rail photography be an art form; or, more exactly, will editors and consumers allow it to be one? Most editors seem to assume that their readers want nothing but close-up wedge shots, and edit pictures to conform. This means that anyone trying to be imaginative runs the risk of either rejection or ruinous cropping.

"I've had remarkable luck in experiencing and recording such a wide variety of fascinating railways over almost 60 years. I hope that younger fans will have the same ability for the next half century, but I do worry that the security-conscious climate of the 21st century may restrict opportunities, at least in the U.S." ■

Canadian National 4-8-4 6128 climbs toward St. Clair Avenue, Toronto, with an excursion train in 1971. Retired the following year, the Northern is now displayed in Fort Erie, Ont.



How to streamline a Pacific

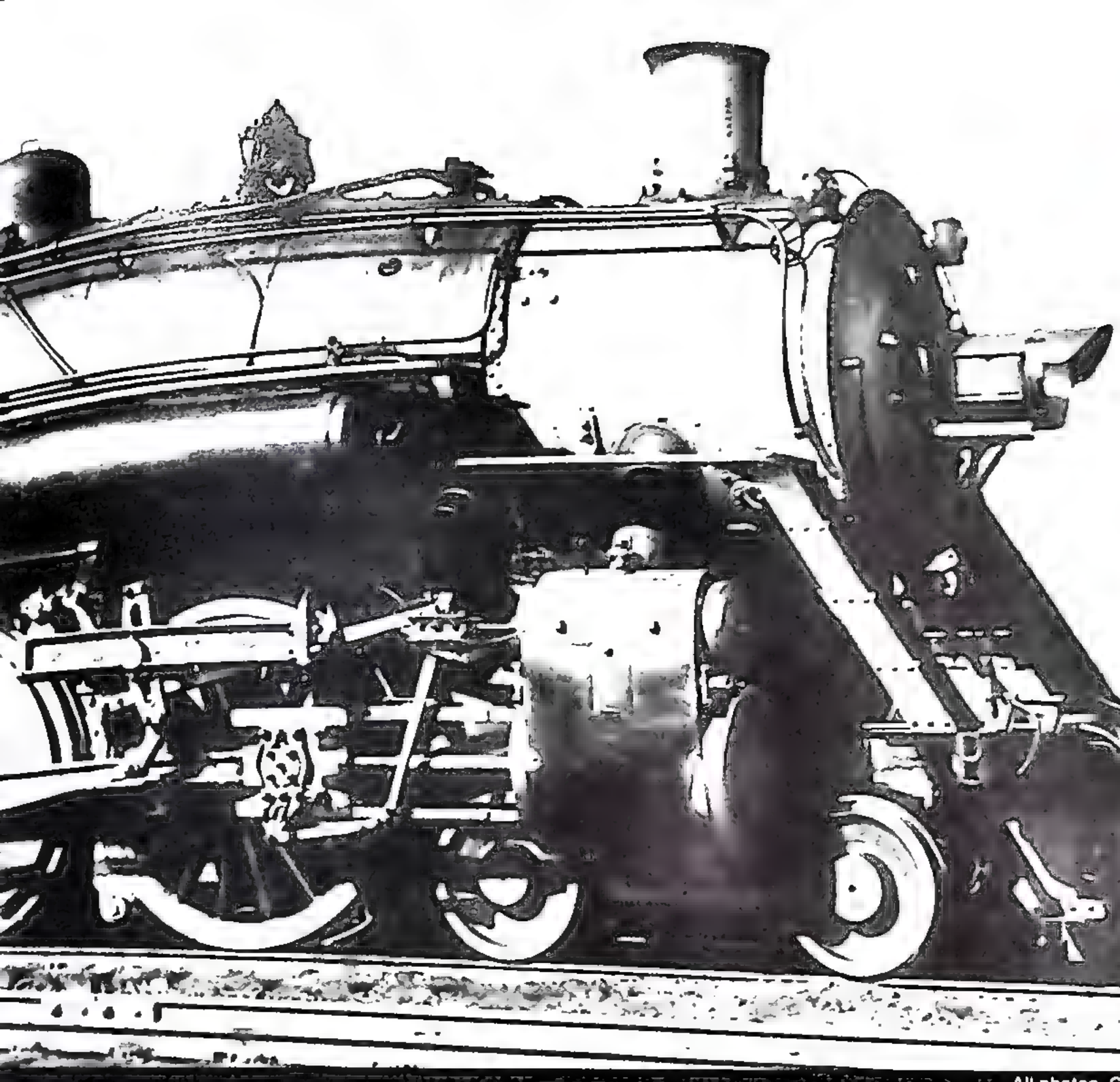
By Robert S. McGonigal

Chicagoans desiring fast, modern, economical trains to Florida were rewarded in 1940 when nine railroads teamed up to operate three new all-coach streamliners between the Windy City and Miami. The arrangement featured trains running every third day over three routes, with the endpoints enjoying daily service. Although the consists were ordered separately, each was seven cars long and all were internally similar.

The *South Wind* ran via Louisville, Ky.; Montgomery, Ala.; and Jacksonville, Fla., over the Pennsylvania, Louisville & Nashville, Atlantic Coast Line, and Florida East Coast. The *City of Miami's* operators were Illinois Central (as far as Birmingham), Central of Georgia (to Albany, Ga.), ACL (to Jacksonville), and FEC. The *Dixie Flagler's* Evansville, Ind.–Nashville–Atlanta–Waycross, Ga.–Jacksonville route was the shortest (1,453 miles) but involved the most railroads: Chicago & Eastern Illinois; L&N; Nashville, Chattanooga & St. Louis; Atlanta, Birmingham & Coast; ACL; and FEC.

An Illinois Central E6 handled the *City of Miami* over its entire route, but the other two trains ran behind a mixture of steam and diesel power from their sponsoring railroads. Pennsy, L&N, NC&StL, and even little AB&C contributed 4-6-2's dating from the 1910's and '20's that, thanks to streamlining, looked as up-to-date as the trains they hauled. So did C&EI, which documented the restyling of its *Dixie Flagler* engine in a series of photos.

In 1940, Chicago & Eastern Illinois transformed an everyday 4-6-2 into the star of the new *Dixie Flagler* streamliner

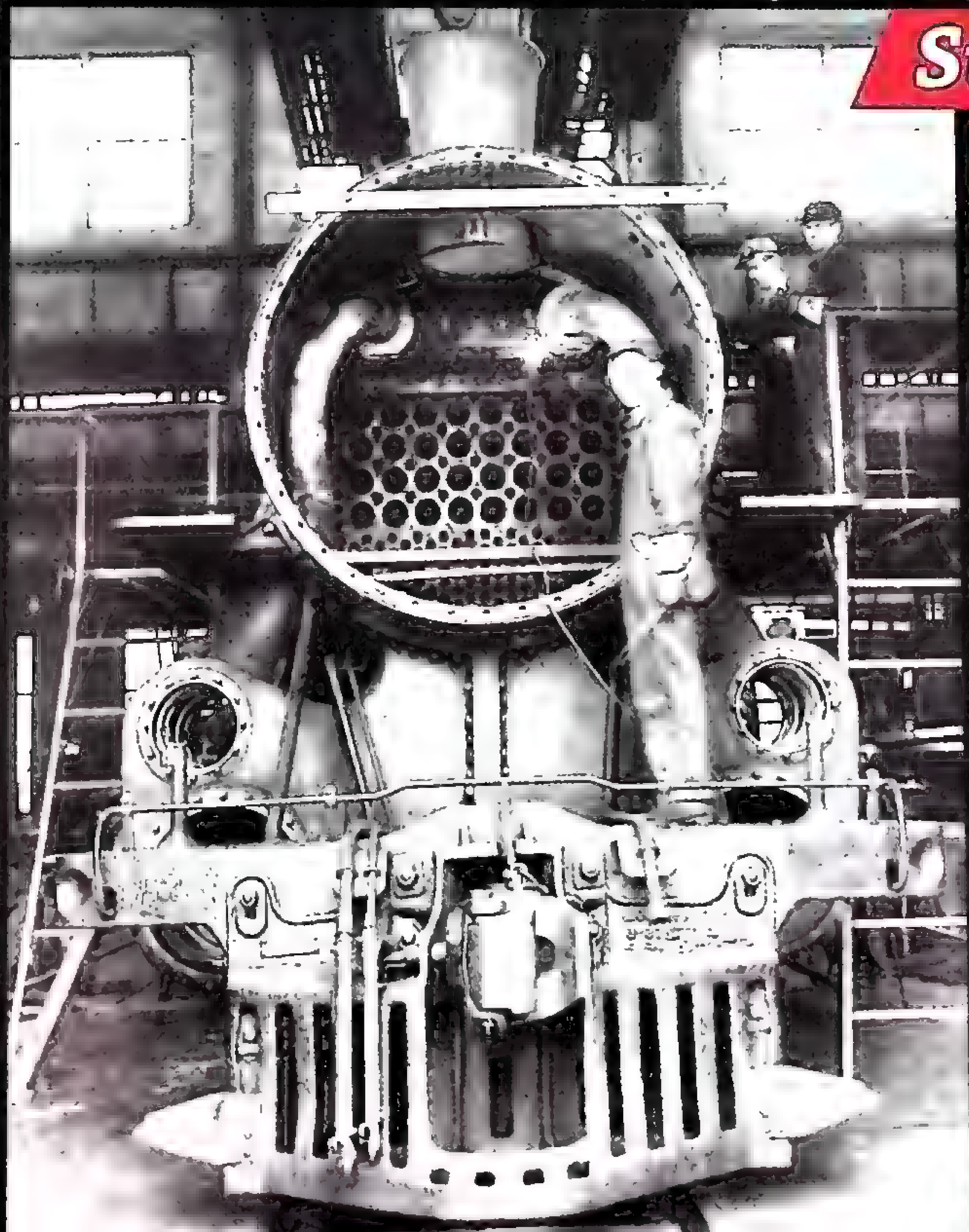


All photos, Chicago & Eastern Illinois

Step 1

Start with a plain 4-6-2

Pacific 1008 was the first of eight C&EI class K-2 Pacifics built by Baldwin in 1911-12 (Alco supplied two more in 1913). They had 73-inch drivers, 26½ x 28-inch cylinders, 200 psi boiler pressure, and 45,970 lbs. tractive force. Modernization included Scullin disk main drivers and cast drop-coupler pilots.



Step 2

Roll her into the backshop

Before applying the streamlining, men at C&EI's Danville, Ill., shops give the 1008 a mechanical overhaul. Here, steam chests and cylinders await new valves and pistons, while, in the smokebox, the exhaust nozzle and cinder netting have been removed, giving a good view of the superheater header and steam-delivery pipes.

Step 3

Down to the bare boiler

A left-side view shows that No. 1008 has been stripped of air pumps, running boards, and other fittings. Boiler lagging (insulation) and jacketing also have been removed, along with the cab and all the running gear.

Step 4

First steps in streamlining

Steel framing for the lower portion of the 1008's distinctive front-end cowling is welded into place. Framework for the housing around the smokestack sits temporarily atop the smokebox, to be removed when new lagging and jacketing are applied.

Step 5

Making progress

Lagging is in place from smokebox to firebox, and the boiler itself has received its jacketing. Along the top, a row of vertical brackets is in place, ready for attachment of the skyline casing's framework.

Step 6

Facelift in full swing

Working from scaffolding beside the engine, shopmen install the skyline casing frame. Now fully jacketed, 1008 has regained her cab, smokestack, running boards, and smokebox front.

Step 7

Back on her feet again

No. 1008 is lowered onto her wheels. As part of the overhaul, a Boxpok main driver has replaced the Scullin. Sheet metal has been added to some of the framing, although the cowling ahead of the stack has been removed to accommodate the crane sling.

Step 3

Down to the bare boiler

A left-side view shows that No. 1008 has been stripped of air pumps, running boards, and other fittings. Boiler lagging (insulation) and jacketing also have been removed, along with the cab and all the running gear.

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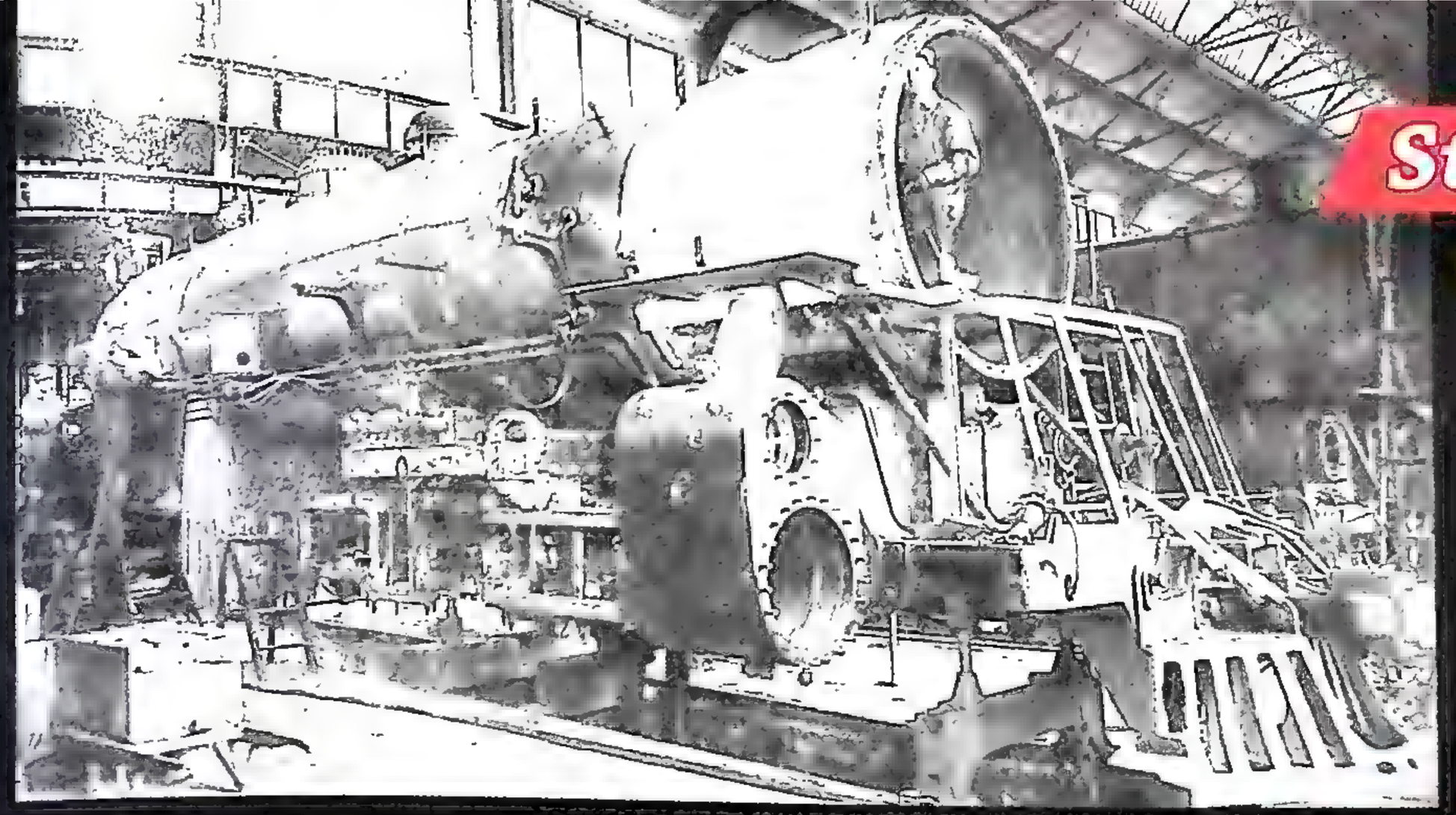
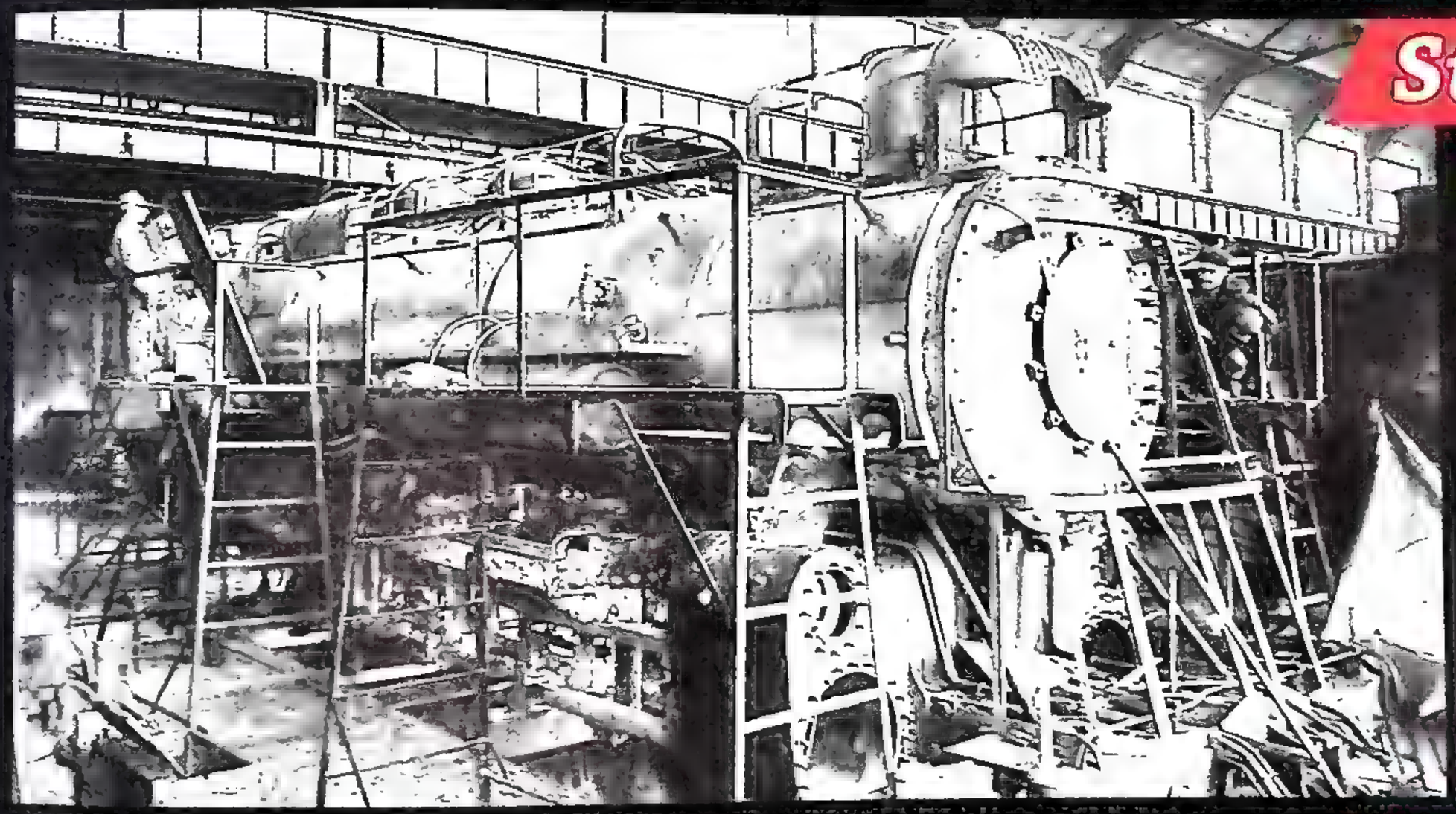


Step 5

Making progress

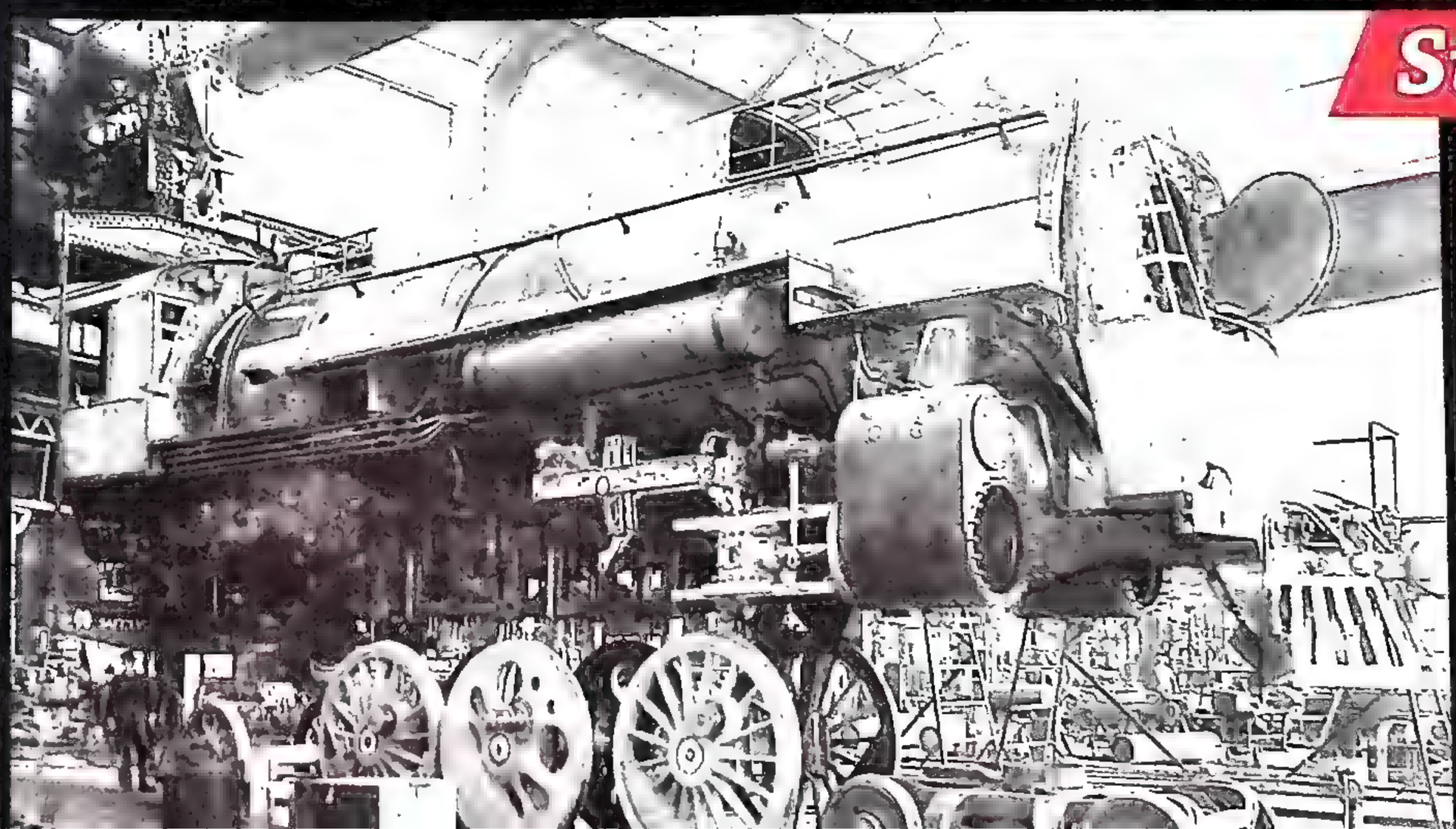
Lagging is in place from smokebox to firebox, and the boiler itself has received its jacketing. Along the top, a row of vertical brackets is in place, ready for attachment of the skyline casing's framework.



Step 6

Facelift in full swing

Working from scaffolding beside the engine, shopmen install the skyline casing frame. Now fully jacketed, 1008 has regained her cab, smokestack, running boards, and smokebox front.



Step 7

Back on her feet again

No. 1008 is lowered onto her wheels. As part of the overhaul, a Boxpok main driver has replaced the Scullin. Sheet metal has been added to some of the framing, although the cowling ahead of the stack has been removed to accommodate the crane sling.

Step 8

Finishing touches

Shopmen work on the 1008's headlight and valve gear while a "suit" inspects the the air-pump access doors in the running-board skirting. The streamlining resulted in 1008's reclassification to K-2a.

Step 9

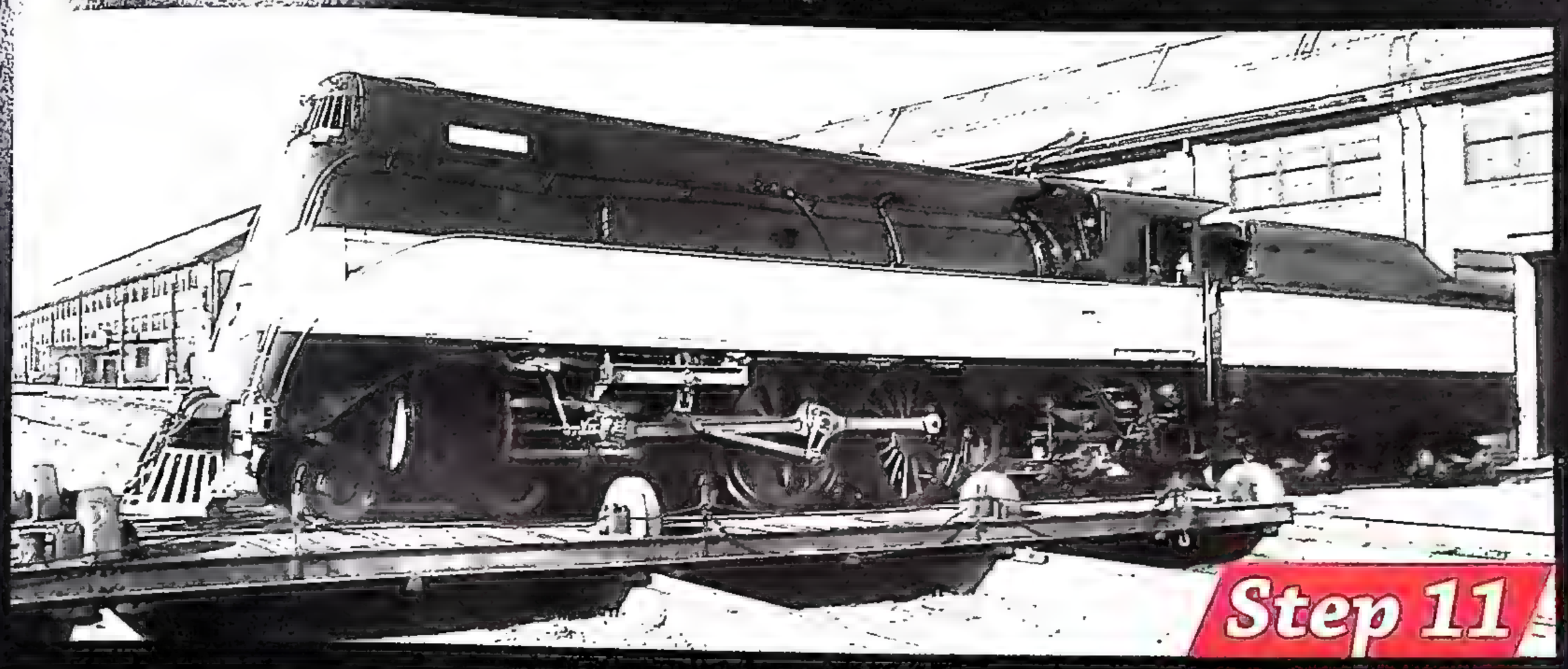
Ready for the paint shop

With smokebox door buttoned up, 1008 is complete and ready to be painted. Why didn't C&EI choose one of its bigger, newer K-3 Pacifics for *Dixie Flagler* duty? Those engines were needed for longer, heavyweight consists, while the 1008 could handle the *Flagler*'s seven Budd lightweights.

Step 10

Black with a silver slash

In the paint shop, the lighter color (described at the time as "aluminum" or "silver") has been applied to the locomotive, while the tender appears to have gotten the silver band as well as the gloss black main color. Both still need lettering, plus red accent striping in the silver band.

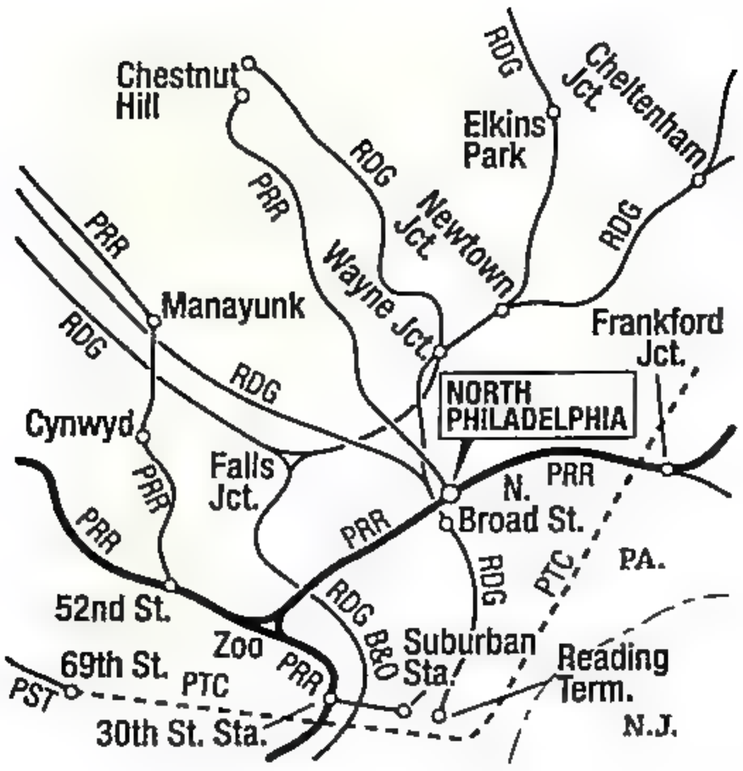


Step 11

Into the Illinois sunlight
Complete but for the oval C&EI herald later added to the smokebox access panel, 1008 poses on the transfer table at Danville. Although other streamlined engines shared 1008's basic styling, only NC&StL's *City of Memphis* 4-6-2 had such a flat front. C&EI reckoned that the makeover's $2,300 cost was money well spent.

Step 12

From snow to sunshine
The *Dixie Flagler* began its first run from Chicago on December 17, 1940, and here's the 1008 with the train not far out of Dearborn Station. Wreck damage soon resulted in some restyling [pages 8-9]; later, C&EI removed the streamlining altogether [page 94].



One day at . . .

North Philadelphia

By James A. Neubauer • Photos by the author

In 1965 I was working as a writer and audio-visual specialist for Rotary International in Evanston, Ill. The service club held its district governors seminars at the Lake Placid Club in upstate New York in May, and I rode New York Central's *New England States* from Chicago to Albany to attend one of the conferences. From Albany, I rode a bus north into the Adirondacks, but coming out afterward, it was a different story—the delegates had their own, all-sleeping-car NYC special train out of Lake Placid.

I had a roomette in a Southern Pacific 10-roomette, 6-double bedroom car off the *Sunset Limited*. The special connected at Utica with eastbound and westbound NYC mainline trains. I was headed east, and upon arrival at New York's Grand Central Terminal in the morning, I met up with an old Army buddy and rail hobbyist, Les Dean, who had arranged an itinerary to see as much railroading as possible on the long Memorial Day weekend.

Les met me on arrival. Forsaking New York City, we took the subway to Hoboken, N.J., and spent the first day riding "something exotic," the former Delaware, Lackawanna & Western local (this was five years after the Erie Lackawanna merger) from Hoboken Terminal out to Branchville, N.J., and back. I stayed overnight in a hotel; Les went home.

The next day, Sunday, May 30, we transferred to New York's Penn Station, where we caught Pennsylvania Railroad train 121, the *Mid-Day Congressional*, to 30th Street Station, Philadelphia. From nearby Reading Terminal, we then took Reading Company train 7, the *Pottstown Express*, out as far as Norristown, riding the front platform of the lead Budd RDC. At Norristown, we caught a Brill "Bullet" on the Philadelphia Suburban Transportation Co.'s high-speed, third-rail line to 69th Street Terminal in Upper Darby.

At 69th Street, we connected with Philadelphia Transportation Co.'s Market-Frankford subway-elevated line, which took us back to center-city Philadelphia. From the Pennsy's Suburban Station (named for the destinations of its trains, not its downtown location), we then rode a Budd Silverliner M.U. commuter train out to Chestnut Hill, end of the line but still within the city of Philadelphia.

On our return trip, we rode only as far as North Philadelphia, where the Chestnut Hill branch joined the New

The first train I saw during my couple of hours at North Philadelphia on Sunday, May 30, 1965, was a baseball special bringing fans in for a Phillies game at nearby Connie Mack Stadium. The special unloaded at the normally eastbound platform (left) and was carrying at least one head-end car, typical of PRR's "move it now" practice. Toward the end of my visit, both the *General*, bound for Chicago, and the *East Coast Champion*, for Miami (above, left and right, respectively) and running a bit late, were at the west-bound platform together. (North Philly had two double-facing platforms, one for each direction.) The "*Champ*" will exchange its GG1 for diesels at Washington Union Station for the trip on the Richmond, Fredericksburg & Potomac to Richmond, Va., where it will gain the rails of its sponsor, Atlantic Coast Line.

Freight action during my Sunday visit was limited to a pair of locals. After the baseball special's appearance, a Baldwin switcher (above) trundled west with five coil-steel gondolas. That's the Chestnut Hill branch's separate North Philly station to the left. Soon an Alco RS11 (left) rolled through on a westbound platform track with a local.

York-Philadelphia main line. We spent the last couple of hours there, before I had to head for home, watching the parade of Pennsy trains pass on the eight tracks through the station.

Not since the years I spent as a youth on the platforms of Englewood Union Station in Chicago, watching New York Central Hudsons and Niagaras battle it out with doubleheaded Pennsylvania K4s Pacifics, had a station been so exciting for me. Pennsy's magnificent GG1 electrics, when they dug in and got their trains rolling again, were almost as thrilling to watch as steam had been at Englewood.

"North Philly" had trains to and from just about anywhere on the vast PRR.

The sun popped out for the arrival of the *Silver Meteor*, bound for Miami via Richmond and the Seaboard Air Line, behind one of PRR's handful of latter-day Tuscan red GG1's, the 4907 (above). While the *Meteor* made its station stop, a train of Silverliner electric M.U.'s diverged onto the Chestnut Hill branch (right); Connie Mack Stadium is visible in the background. After the suburban train cleared, the *Meteor* left on time at 5:20 p.m. (below); its next stop: 30th Street Station, PRR's primary intercity terminal.

The railroad kept this important corridor fluid—PRR was known to attach mail cars to the rear of a chartered special train run by someone else just to keep the traffic moving. At North Philadelphia, one didn't have long to wait to see a train with every sort of equipment: head-end cars, coaches, lounges, diners, sleepers, and observation cars would breeze up to the high-level platforms, make a brief stop, and upon a wave of a conductor's arm or two quick tugs on a communication cord, would quickly get rolling again.

This visit was on the middle day of the three-day Memorial Day 1965 weekend—railroading, after all, went on round the clock no matter what the calendar said, especially if there was a mail contract to fulfill. At the end of the day, as I recall, I was the only passenger to board the pride of the Pennsy, train 29, the *Broadway Limited*. It appeared to be devoid of passengers; businessmen who patronized the *Broadway* didn't do

After the *Meteor*, the next intercity train to show up was the New York-bound *Sunland*, (above), a maid-of-all-work off the Seaboard that originated in Tampa, Fla., 27 hours before its scheduled 6:14 stop here.

so on a long holiday weekend.

That evening in observation-lounge-sleeper *Mountain View*, only one other passenger and I were on hand to enjoy our martinis. When I went to the dining car, the wide door opened to reveal a vast emptiness . . . with, of course, a steward and four waiters, resplendent in white uniforms, at their duty stations as always. As I entered, the waiters came to attention with military precision, and one swung a chair out from under the table: "Here, sir?"

The prime rib was superb. I noticed the change from electric to diesel power at Harrisburg, and I thought the E units had to work much harder than the GG1 did to get a wheel on No. 29. The smooth acceleration just wasn't there anymore; with the diesels, it seemed labored.

On an empty train at night, there isn't much to do. I was fast asleep in my roomette by Altoona. I think it was near Valparaiso, Ind., that I awoke the next morning. I quickly dressed and went for breakfast. At Hobart, the train went into emergency and used up its cushion of time waiting for a signal to change. Somebody had stabbed the *Broadway*! Nevertheless, we arrived at Chicago Union Station on time.

I was fortunate to ride several all-Pullman trains: the *Night Ferry* from London to Paris; Illinois Central's *Panama Limited* between Chicago and New Orleans; Union Pacific's *City of Los Angeles*; Southern Pacific's *Lark* from Los Angeles to San Francisco, and Santa Fe's *Super Chief*. It's the *Broadway Limited*, though, that stands out. ■

As a "Clocker" for New York made its station stop (at right in photo above—note the Pullman sleepers in parlor-car use on the rear), the Florida-bound *West Coast Champion* showed up to share the westbound platform with a Clocker for 30th Street (at left in middle photo). Minutes later, the Clocker's GG1 (No. 4910, at right, below) accelerated past the 4894 on the *Champ*, heading for Zoo, where most Chicago and St. Louis trains diverged west, skipping 30th Street (hence North Philly's importance).

BIRD'S-EYE VIEW
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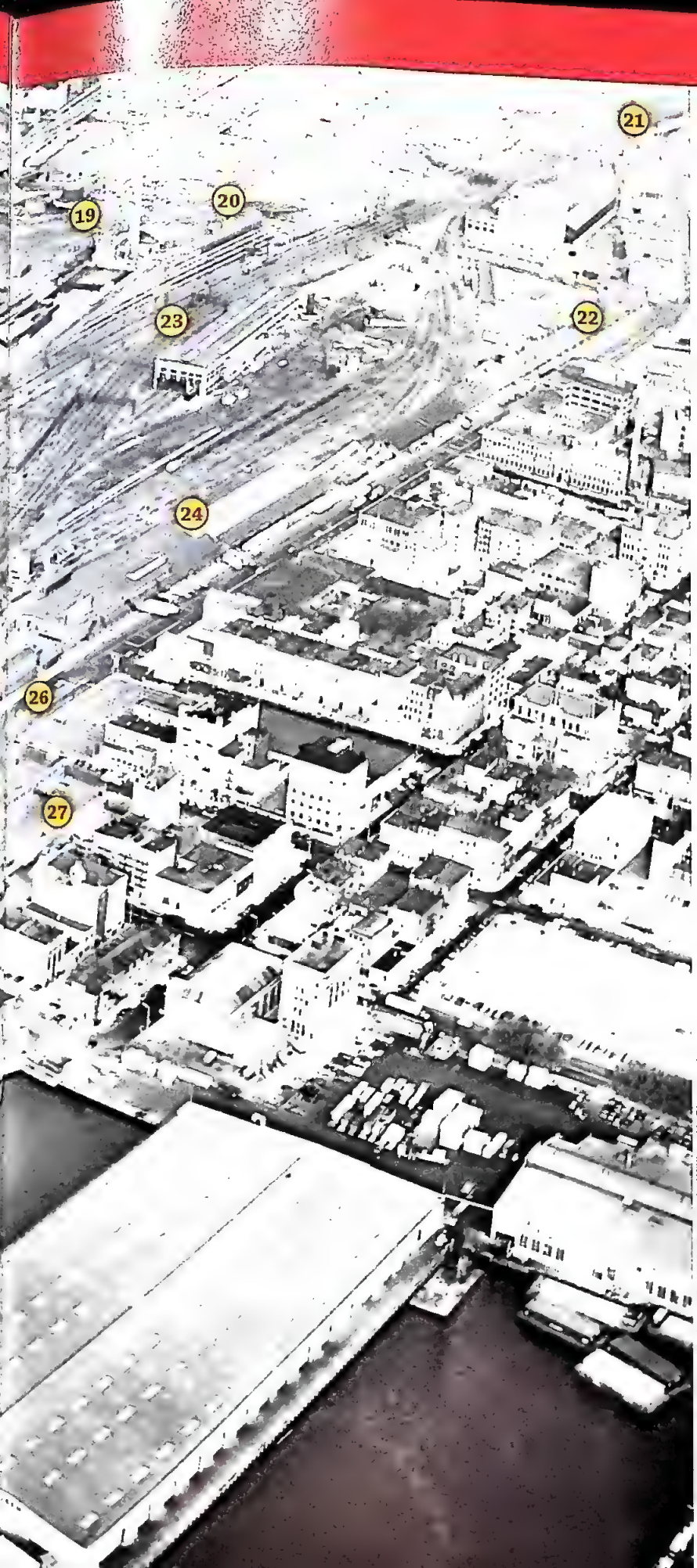


Photo: Fred W. Schneider III, June 15, 1970. Research: William H. Sheppard.

On the waterfront

DL&W's Hoboken Terminal

Opened on February 25, 1907, the Delaware, Lackawanna & Western's Hoboken (N.J.) Terminal replaced an earlier facility on the site destroyed by fire in 1905. The new terminal featured 16 tracks and 6 ferry slips along the Hudson River across from New York City. Catenary came to the terminal in 1930, when the Lackawanna electrified many of its suburban services. In 1956-58, Erie Railroad passenger trains were moved here from their terminal in Jersey City. The Long Slip roughly splits passenger and freight areas in the 225-acre complex. After the 1960 Erie Lackawanna merger, freight traffic was shifted to former Erie facilities. Passenger ferry service to Manhattan, which faced competition after the Holland Tunnel opened in 1927, ended in 1967. EL carfloat and lighterage operations were discontinued with the formation of Conrail in 1976. Today, Hoboken Terminal is operated by New Jersey Transit and ferry service has been restored to some degree. Running beneath the terminal, PATH rapid transit trains provide rail commuters with service to Manhattan and Newark.

1 Freight carfloats in disused ferry slips
2 Ferry concourse, N.Y. Div. headquarters
3 Main waiting room • **4** Railroad YMCA
5 Bush-type train shed (first of its type)
6 Train dispatchers' office
7 General offices
8-12 Piers 1 through 5 (2 abandoned)
13 Pier 6 (with trestle for grain loading)
14 Pier 9 (Pier 8 not shown)
15 Export yard • **16** Former grain yard
17 Former coal yard
18 Holland Tunnel entrance (left), exit (right)
19 DL&W powerhouse (at end of Long Slip)
20 Pullman yard
21 Main tracks to West End Bergen Tnls.
22 Freight house • **23** M.U. Shed
24 Express and engineering building
25 Terminal Tower • **26** Records bldg.
27 PATH carshop • **28** Bus station
29 Car repair shop, storehouse
30 Immigrant bldg. (EL police, tug disptchr.)

BIRD'S-EYE VIEW

N

1 13 11 2 13 5 6 4 3 8 8 10 9 7

Photo: Baltimore & Ohio, April/May 1948. Research: Eric Hinsimaki and Mark Lathrop.

B&O-NYC dock at Toledo, Ohio

On June 2, 1948, the Baltimore & Ohio and New York Central formally opened the Lakefront Dock & Railroad Terminal Co., a new jointly owned dock complex. Located at the mouth of the Maumee River on Lake Erie in Toledo, Ohio, the new docks replaced each road's older facilities. B&O and NYC spent $18.5 million constructing modern iron-ore and coal-handling docks, yards, and supporting facilities. Two B&O/Cincinnati, Hamilton & Dayton Hulett-type unloaders were moved by barge 7 miles downriver from their old location to the new facility, while two former NYC car dumpers were moved 5 miles. A third, new, car dumper was also erected on the site. The docks had an annual capacity of 4.5 million tons of iron ore (received from lake boats) and 20 million tons of coal (loaded into boats). Later, two additional Huletts were erected on the ore dock. In 1981 the new Torco ore facility, equipped with an underground conveyor system, opened on the site of coal dock No. 1. The other two dumpers and the Huletts were dismantled later in the 1980's.

1. East Pier
2. Middle Pier
3. West Pier
4. Dock 1 (coal) with rebuilt/relocated NYC Wellman-Seaver-Morgan dumper being erected
5. Dock 2 (coal) with new Heyl & Patterson dumper
6. Dock 3 (coal) with rebuilt/relocated NYC Wellman-Seaver-Morgan dumper
7. Ore Dock with two B&O/CH&D rebuilt/relocated 17-ton Hulett unloaders
8. Converter House (converts A.C. power to D.C. for dumper and has machinery for "pig" used to push cars into dumper, plus a small machine shop)
9. Crew locker/lunch room
10. Tower used to control switches and retarders for empty cars rolling into yard
11. Derrick erecting coal dumper
12. Narrow-gauge electric locomotives to push loaded cars from yard to dumper
13. Switchbacks; empty hoppers roll from dumper onto switchback ramp, which reverses their direction so they can roll into yard

BIRD'S-EYE VIEW

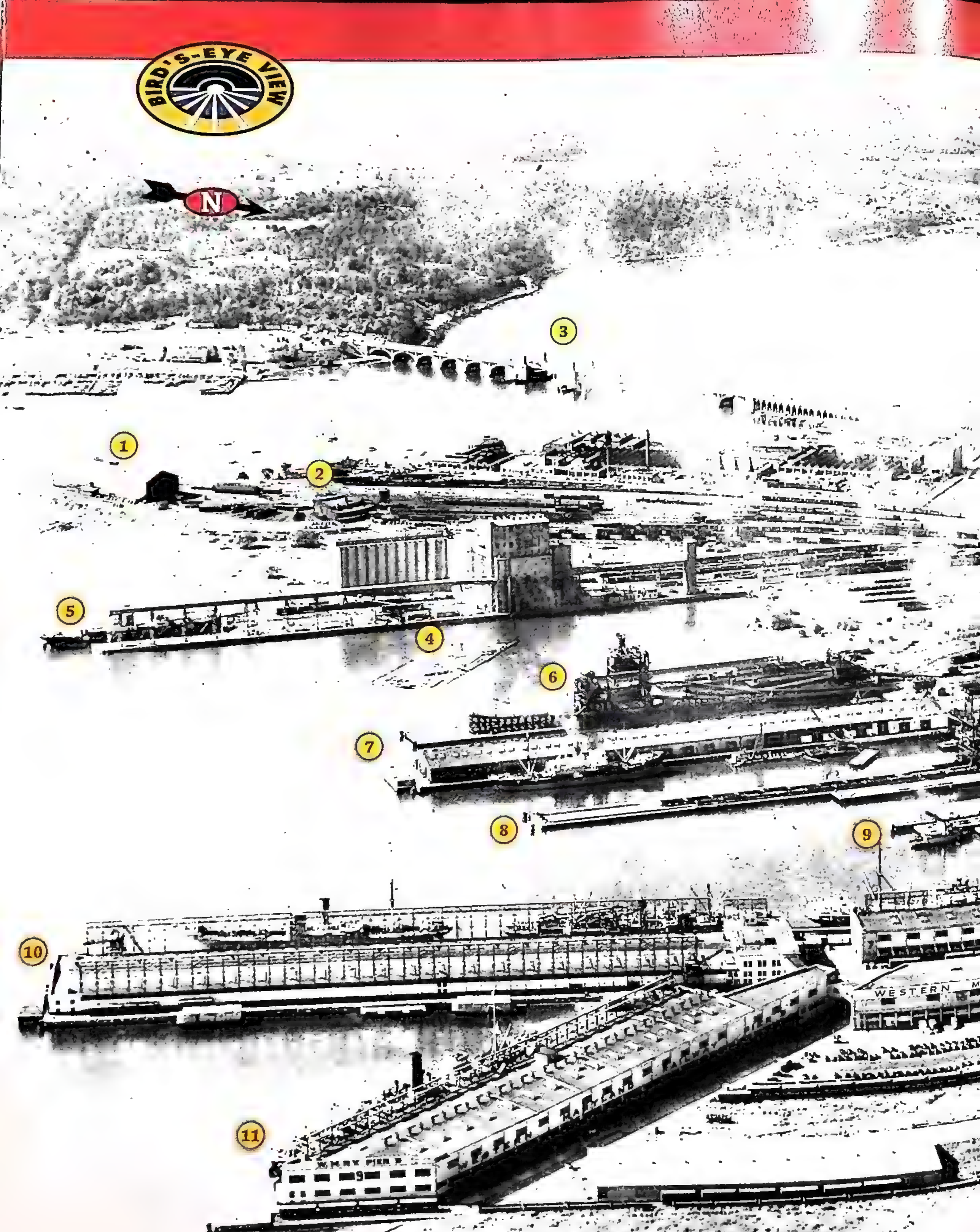


Photo: Western Maryland, circa 1940. Research: T. Robert Shives and Denny Wertz, Western Maryland Railway Historical Society, Inc.

WM's Port Covington, Baltimore

Port Covington, established in 1904 and located about a mile south of the Inner Harbor in Baltimore, was the eastern terminus of the Western Maryland Railway. Its primary function was the import and export of merchandise and bulk commodities from and to foreign ports. Iron ore was imported and shipped to U.S. steelmaking centers. Coal and grain were major exports. Limestone for Bethlehem Steel was ferried from Port Covington across Baltimore Harbor to the big Sparrows Point works. The piers could handle 23 ocean-going vessels simultaneously; the 75 miles of yard tracks could accommodate 2,000 freight cars. About all that remains here today are Pier 8, which is used by ships laying trans-Atlantic cables, and the Gould Street power plant, which is now inactive. A Home Depot, a Sam's Club, and the *Baltimore Sun* newspaper printing plant have been constructed on the site WM called its "Junction with the World."

1. Locomotive shop
2. Roundhouse
3. Hanover Street bridge (Md. Route 2)
4. Grain elevators
5. Grain pier
6. Coal pier and dumpers
7. Pier 5, general merchandise
8. Ore pier
9. Ferry bar
10. Pier 8
11. Pier 9
12. Warehouse A
13. Pier 7
14. Baltimore Gas & Electric Gould Street power plant
15. WM to Wallbrook Junction and main line

1972: Amtrak toddles on; more mergers at hand

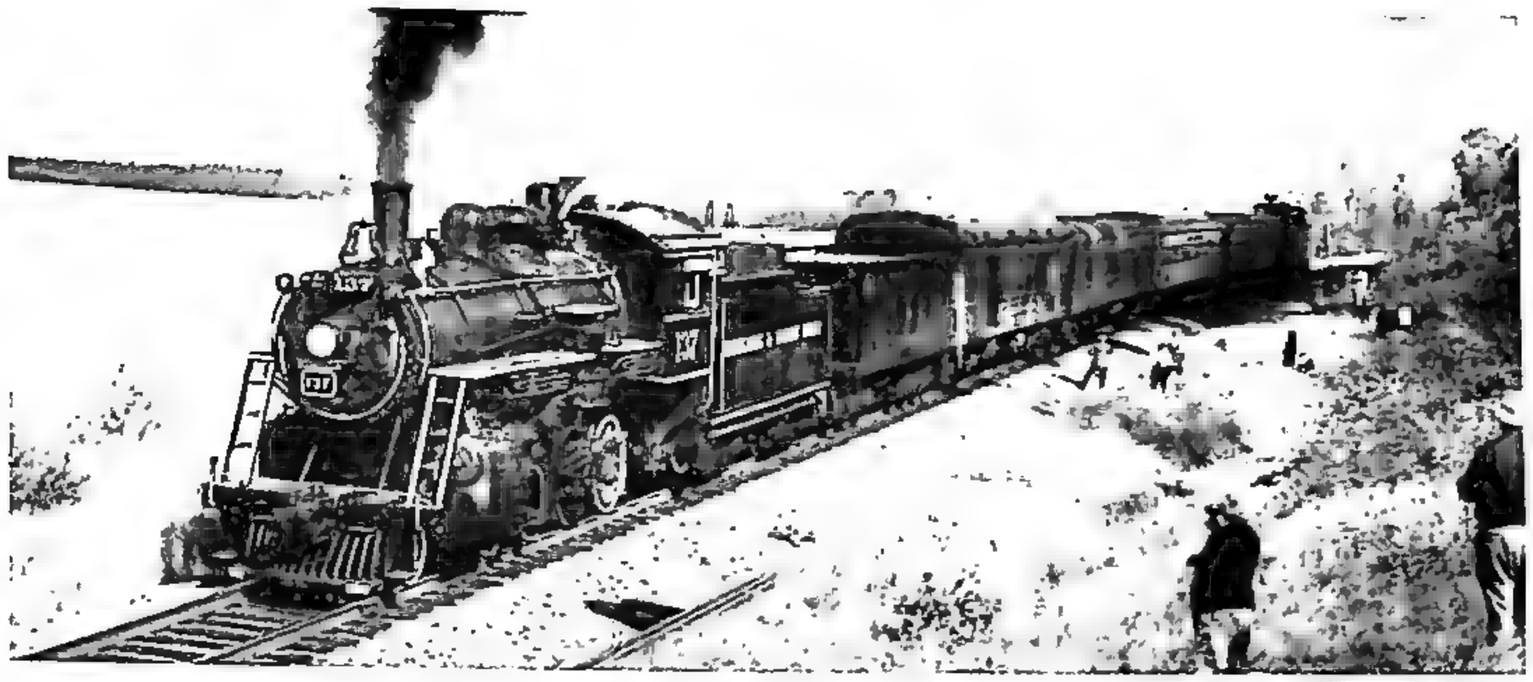
Jim Bradley

TODDLER: Amtrak unveils its first all-refurbished train, a *Broadway Limited* of E units and cars from UP, Penn Central, B&O, SP, and Santa Fe; the first westbound run is leaving Harrisburg May 2. The year-old passenger railroad also buys locomotives: 30 PC GG1 electrics, and 232 diesels, mostly E's, from PC, UP, BN, SCL, SP, B&O, RF&P, Milwaukee, L&N, and C&O. Even with such progress, it has a train discontinuance, as the Chicago-Albany-New York *Lake Shore Limited*, begun at the behest of Ohio and New York state on May 10, 1971 (but not so named until November 14), makes its last run January 5 as state funding is withdrawn. In Chicago, Amtrak on March 6 pulls out of Central Station, consolidating operations at Union Station. On each coast, Amtrak goes to Canada with the Seattle-Vancouver *Pacific International* and the Washington-Hartford-Montreal *Montrealer*.

OTHER PASSENGER POINTS: Rock Island's "shop train," from its namesake Illinois city to the nearby shop town of Silvis, believed to be the last such U.S. passenger accommodation for employees, makes its last run April 14. . . . A tragedy occurs October 30 in Chicago as two Illinois Central Gulf electric commuter trains collide, killing 45 and injuring 356. A train of old M.U. cars, having backed up to cover a missed station stop, is telescoped by a train of new, lighter double-deckers.

CORPORATE CAPERS: The merger movement meanders along as Illinois Central on August 10 finally acquires Gulf, Mobile & Ohio to become Illinois Central Gulf. . . . On April 1, Pacific Great Eastern changes its name to British Columbia Railway; no one is fooled. . . . Striving for any income, Penn Central holds a memorabilia auction on March 22 and raises $114,360. . . . Chicago & North Western is sold to its employees on June 1. . . . Chessie System in September introduces its new yellow, blue, and vermilion "Chessie cat" image on 85 new EMD GP40-2's. Its southern neighbor and future merger partner, Seaboard Coast Line, denies it plans to merge Louisville & Nashville, of which it owns 98 percent, but in December "The Family Lines" label (plus the names of SCL, L&N, Clinchfield, and Georgia Road) quietly first appears on a piece of rolling stock—the tender of Clinchfield's restored 1882 4-6-0 No. 1, a locomotive that on August 19 celebrated its 90th birthday by hauling a two-car Erwin (Tenn.)-Altapass (N.C.) excursion. . . . Santa Fe moves a mountain in rearranging its tracks at Cajon Pass summit in California, a 3.3-mile, $4.3 million line-change.

NATURE'S WRATH: On June 22, Hurricane Agnes rains on the eastern railroads' parade, washing out tracks throughout the region and disrupting operations from Virginia north to New York state. Penn Central suffers $21.7 million in damage, while Lehigh Valley and Reading report $1.5 million and $1.3 million in damage, respectively; solvent C&O-B&O suffers $4.8 million in damage. For beleagured 2,866-mile Erie Lackawanna, it's the last straw—EL joins eastern neighbors B&M, CNJ, L&HR, LV, PC, and Reading in bankruptcy, which puts 27,000 railroad miles in the East under court protection. . . . In August, 20 tons of rock and dirt collapse into Boston & Maine's 1875 Hoosac Tunnel in western Massachusetts, closing B&M's important main line to New York state.



Ernest L. Novak

STEAM SCENE: The little-remarked, sporadic five-year excursion career of ex-Canadian National 2-8-0 2164, lettered Temiskaming & Northern Ontario 137 by T&NO successor Ontario Northland, comes to an end, owing to fire damage, shortly after this September 30 Michigan Railroad Club excursion (above) on ONR. . . . On a more positive note, CN itself, which had retired its 4-8-4 6218 from excursion service, changes its mind and removes 4-8-2 6060 from display in Jasper, Alta., to restore it for excursions. Taking 6060's place at Jasper is 4-8-2 6015. . . . British 4-6-2 4472 *Flying Scotsman*, which after its U.S. tour had hauled San Francisco Belt excursions in March, is stored at Lathrop, Calif.; backer Alan Pegler says he's broke. . . . Also out of business: Steam Tours' ex-Reading T-1 4-8-4 2102, set to run on the ex-C&O Greenbrier Railroad in West Virginia, and which had hauled a Jersey Central "farewell to Pennsylvania" trip February 26. . . . In Arkansas, the Reader Railroad, still running 2-8-0 1702 on a mixed train, files for abandonment.

Bryan Rice

LANDMARK YEAR FOR EMD: Electro-Motive Division on February 1 officially introduces its "Dash 2" line, in production since January 1. Kansas City Southern gets the first SD40-2's and Missouri Pacific the first GP38-2's. The line, with 645-series prime movers, will last 16 years and number over 11,000 units. On September 8, EMD hosts a 50th anniversary open house at its La Grange (Ill.) plant. Notable units moved in to attend include EMC motor car Montana Western 31 and B&O box-cab 50 from museums and the first Geep, Chicago & North Western GP7 1518. Fresh from the shop (but pictured later) is a Chessie System GP40-2 specially painted gold as "GM50."

GAINING GROUND: Preservation is not just for steam anymore, as the Louisville & Nashville donates its Monon BL2 diesel 32 (right, on a 1975 excursion near Lexington) to Kentucky Railway Museum. . . . The year begins with the formation of TRAIN, the Tourist Railroad Association, Inc. . . . Former Rio Grande 3-foot-gauge "Mudhen" 2-8-2 463, long owned by cowboy singer Gene Autry, is moved from California to Colorado, donated to the city of Antonito. . . . West Virginia's Cass Scenic, which suffers a $300,000 locomotive shop fire June 23, damaging Shay No. 9, receives two Army locomotives, 2-8-0 612 and 0-4-0T 714, from the defunct Fort Eustis, Va., railroad. . . . Schenectady, N.Y., "permanently loans" 4,000 Alco glass-plate negatives from 1880-1920, to NRHS Mohawk & Hudson Chapter.

J. David Ingles

The Way It Was

'There's my grandfather's house!'

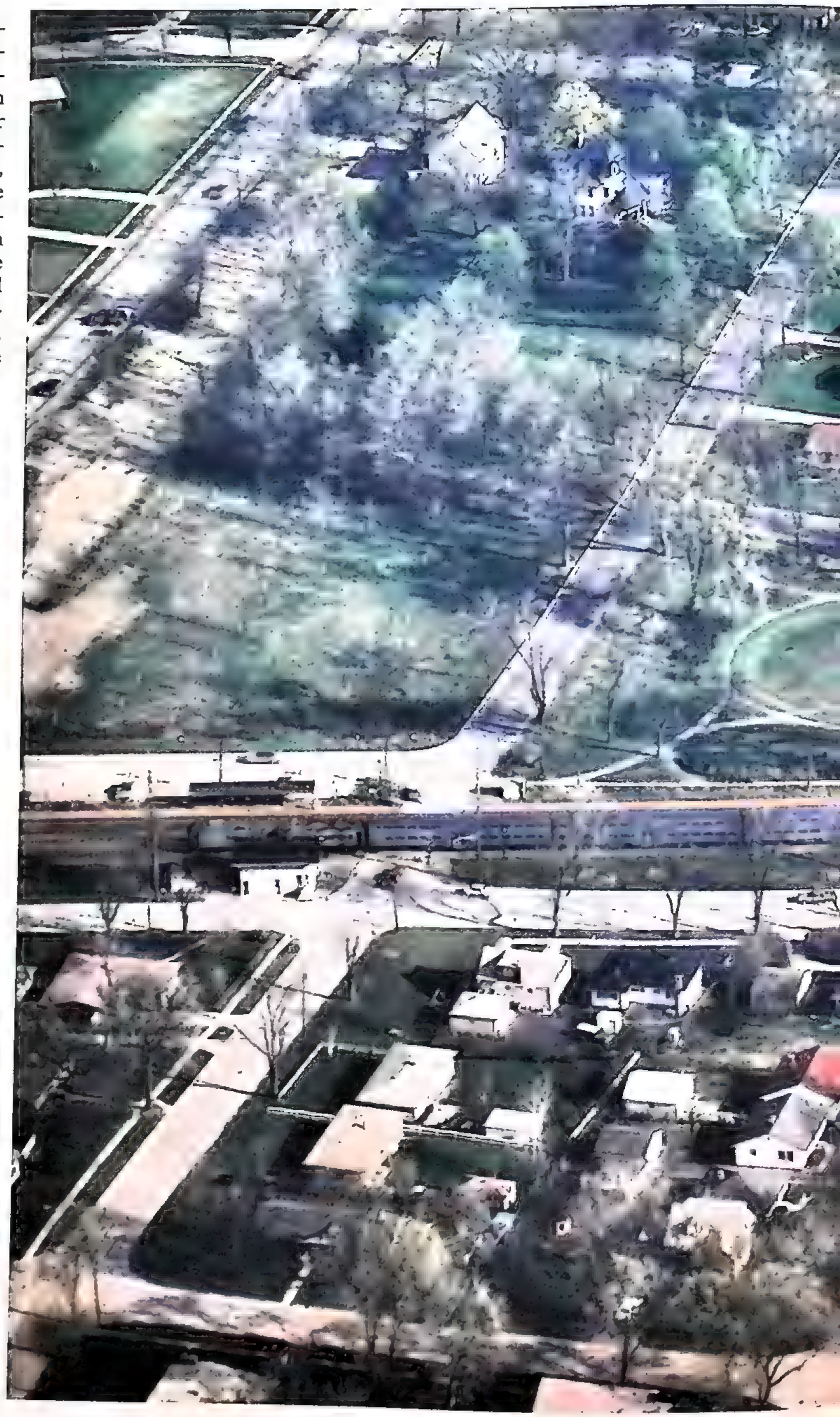
Memories of childhood in a Burlington Route neighborhood

Five of us were watching Burlington Route slides at Bob Bullermann's house in suburban Milwaukee on a late summer evening. In our crowd, Bob, retired from a career with our local county zoo, is "Mr. Burlington." He grew up in Hinsdale, Ill., and since moving to Wisconsin in the 1950's has gravitated back to the Chicago-Aurora "Racetrack" more than frequently. Over the years he must have shot every Burlington Northern E9 and Metra F40 in BN/BNSF commuter service dozens of times. It is, of course, "the greatest piece of railroad in the world" (as I declared in August 1988 TRAINS), but that's not the point here.

This was a sort of command performance of a CB&Q slide program I'd reconstituted from a presentation I'd given to the Burlington Route Historical Society a decade before. Bob had missed another screening of it in Chicagoland earlier in the summer, so I promised to come over to his house and give him a special showing.

This image is the only aerial photo I have on the Racetrack, and when the picture flashed on the screen, I challenged Bob to "name that depot." Of course it took him maybe 3 seconds to correctly identify it as West Hinsdale (the white building beside the last car of the train in the photo), where Bob hung out in his earlier railfan days. Then the fun began.

"There's my grandfather's house!" he exclaimed, pointing to the two-story, red-brick building with a dark roof (directly below the first and second cars, the second house from the tracks on the middle street). "And there's the house I grew up in. . . . Those are the tennis courts. There's where Theresa and I would play; we knew each other from school. We weren't even dating yet; we were too young." (Bob and Theresa have been married for 57 years now.) "There's the track I'd ride my bike around. . . . None of these houses [pointing to the ones facing the railroad on the south side] were built then. . . .



A Chicago-bound CB&Q "dinky" leaves West Hinsdale in 1969. The last car is a power car, rebuilt during the Q's 1950 suburban-service modernization with a generator to furnish AC for the bilevels' air-conditioning and lighting.

Robert P. Schmidt, J. David Ingles collection

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This block was all fields. We played baseball there."

Bob's reminiscences went on for a good 10 minutes. All the 4-8-4's, F3's, *Zephyrs*, freights, and fantrips we'd already seen sort of faded. That one slide, shown to a friend who then connected with his youth much more deeply than I'd imagined he might, was worth the whole evening, we all agreed.

But what of the slide itself? I didn't take it and couldn't recall how I came by it, although it's been in my CB&Q file for ages. An original with an April 1969 processing date, it bore no photographer's name, although it had "CB+Q commuter" on it. I thought I recognized the writing, so I e-mailed longtime friend Bob Schmidt, now of the St. Louis area.

And with that, as they say, came the rest of the story. Bob, although not a pilot, not only solved the mystery of the slide's origin but related a fascinating tale of his own. "Yes, I believe the slide is mine," he began. "I have a similar slide in my collection, but it is of a different train than the one you describe and taken somewhat to the west of the location you describe.

"You might recall that the Mississippi River experienced some serious flooding in April of '69. A friend and classmate (I was in Law School at the time) was a pilot in the Civil Air Patrol, and had to fly reconnaissance over the flooded areas. He invited me along. We took off from Meigs Field [on Chicago's lakefront] and generally followed the Q to Savanna, Ill., then went up and down the river. I didn't shoot many trains, but I did get shots of the CB&Q and Milwaukee Road yards in Savanna, both under a lot of water. . . . The shot you have is from early in the day."

So this image helped two friends 300 miles apart connect with their past. Isn't that historical factor one very important objective of this sometimes crazy hobby of railroad photography?—*J. David Ingles*

'Penny pictures' of the Sandy River

Insights into a wandering Mogul and life on the two-footers

While still a teenager in the early 1950's, I corresponded with a man who had grown up on the 2-foot-gauge lines of Maine. Arthur French, by then elderly, collected Indian Head pennies, but his father, the late Charlie French, had been an engineman on both the Franklin & Megantic and the Sandy River and had made, and saved, a number of photographs of these lines.

My "Granddad Willie," who had a small grocery store in the "Old Towne" section of Portsmouth, Va., took in a number of Indian Head pennies in his trade and was happy to save them for me. I then traded the coins to Arthur French for prints of the "two-footers" in action.

All through my high-school years, I would send Arthur the pennies and he would make contact prints of the ancient scenes, mainly taken in and around the family's hometown of Kingfield, Maine. Arthur did his own darkroom work, and while some of the small prints were not all that great photographically, others were outstanding.

The Franklin & Megantic had been built the 15 miles from Kingfield to a connection with the equally 2-foot-gauge Sandy River Railroad at Strong, Maine, in 1884. The F&M had its own feeder logging line, the Kingfield & Dead River. The K&DR had no equipment of its own, and the F&M had only two locomotives. After about 1893, an agreement was reached wherein the F&M and K&DR were operated essentially as a part of the Sandy River, with the larger road frequently supplying motive power and rolling stock. In 1908, all six of the area's interconnected two-footers began operating under the name of Sandy River & Rangeley

"Old Star" at Kingfield, Maine: As SR&RL No. 16 (above), she pokes out of the covered depot, whose door she once opened herself. In an earlier view (right), she models the number plate that inspired her nickname.

Two photos: Charlie French; M. H. Ferrell collection

Lakes. These included the former Sandy River; Phillips & Rangeley; Madrid; Eustis; Franklin & Megantic; and Kingfield & Dead River.

One of the Maine engines that interested me was a 2-6-0 that had been built for a North Carolina 2-foot-gauge line, the Laurel River & Hot Springs. This pike, backed by a group of Boston real-estate promoters, was to run from a connection with the Western North Carolina Railroad (later part of the Southern Railway) at Hot Springs, N.C., up Tanyard Branch, through Gahagen Gap, and down Hurricane Creek to Laurel River and the mouth of Foster Creek, a distance of 24 miles. The line's location was established for 8 miles, and survey stakes were put down for an additional 4 miles.

Contracts for construction of the LR&HS had been given to L. H. Wheaton by January 1893, but only about 3 miles were graded before the line was reported as "abandoned" in 1895. The Laurel River line, though, had purchased the new 2-6-0 and six flatcars, one of which was converted into an open excursion car, with seats and a canopy. The railroad planned to log-off the timber along its right of way and then sell the land.

The LR&HS locomotive, named for the line's president, James Wyman of Lynn, Mass., was built by Baldwin (construction No. 12964) and shipped to North Carolina in October 1892, but it is doubtful she ever operated there. The Mogul, and the flats, were sold on February 3, 1897, to Albert Fogg, a wholesale commission agent, for $1,800. They were then resold to a used-equipment dealer, Thompson C. Gill & Co. of Philadelphia, who resold them to the new Wiscasset & Quebec Railroad. The cars and engine were shipped to Wiscasset, Maine, but the abuilding W&Q could not raise enough cash to pay for them. They were stored at the Portland Company, a locomotive and car builder in downtown Portland, Maine. The 2-foot-gauge W&Q was eventually constructed and operated for many years as the Wiscasset, Waterville & Farmington Railway.

Eventually, in February 1900, the LR&HS engine and six cars became the

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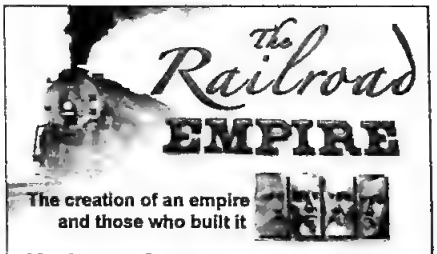

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Two ways to take water

To cut running times for the Jersey City-to-Washington, D.C., Royal Blue Line trains, the Central Railroad of New Jersey in 1891 installed a set of track pans on the two inside tracks of the four-track main line at Green Brook, between Dunellen and Bound Brook, N.J. Instead of stopping to take water in the traditional manner, high-wheeled Americans and Ten-Wheelers could top off their tanks on the move by lowering a scoop under the tender. More than five decades later, on a June 1944 day, the Green Brook pans are still on the job, allowing Baltimore & Ohio 4-6-2 No. 5311, *President Fillmore*, to keep train 3, the *Diplomat*, rushing toward Washington and St. Louis. Meanwhile, on the outside track, a Reading 2-8-2, powering a less-important (by definition) freight train, has had to stop for a drink from a standpipe.

property of the Sandy River Railroad.

Upon arrival on the Sandy River, the 2-6-0 became its No. 3 but commonly was called the "Old Star" because of the five-pointed design on her front number plate. The locomotive spent a great deal of time on the Phillips & Rangeley, so much so that some crews referred to her as the "P&R Mogul." She was also frequently used on the former Franklin & Megantic out of Kingfield, and Charlie French ran her on many occasions.

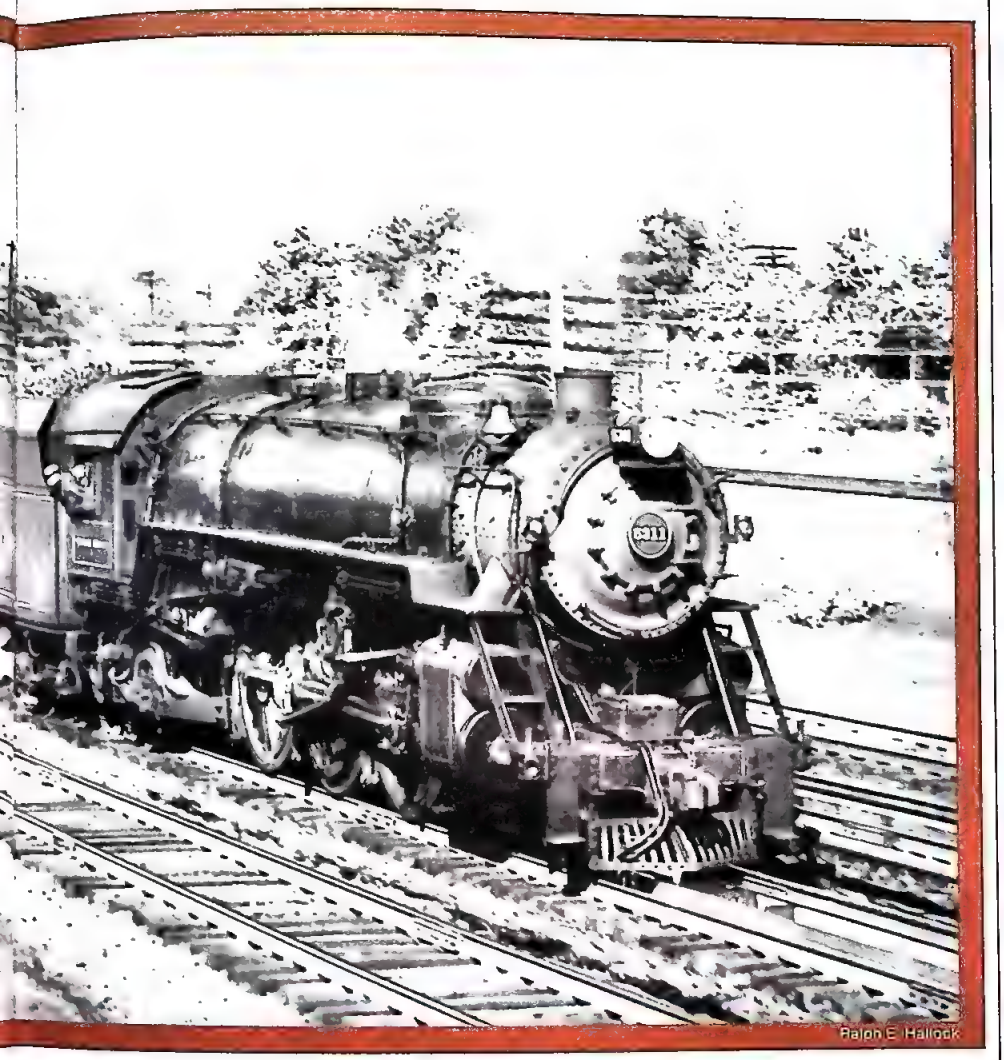
In 1905 the locomotive was briefly renumbered as Sandy River 7, but, soon after the 1908 Sandy River & Rangeley Lakes grouping, again changed identities and became SR&RL 16.

Kingfield was on a stub-end line and had a "covered depot" to protect passengers from the frigid Maine winters. In that season, the doors would be opened by the station agent just before arrival time so the cars could be spotted inside the warm building. Arthur French told of one agent who was always late in opening the doors, forcing the train crew to come to a complete stop and wait. On one occasion, the regular engineer on the passenger train decided to teach the agent a lesson—it was, after all, the agent's responsibility to see that the station doors were opened and closed. The next time the engineer arrived with a train from Strong and found the doors closed, he opened them with the locomotive without even stopping. Carpenters were sent over to repair the mess. Following a talk in Phillips with the "Super," F. M. Beal, both the engineer and the agent lost some pay but apparently kept their jobs.

In 1915, the "Old Star" was sent to the Maine Central's shops, where she received a new boiler and an extended frame and returned as a 2-6-2 Prairie type. She served the Sandy River lines right up to the end of operations and was scrapped along with the railroad in fall 1935.

I've always loved my "penny pictures" from Arthur French, and while both he and the Sandy River have long since passed into history, the old photographs give us some insight into life on the Maine "two-footers."

—Mallory Hope Ferrell



The *Official Guide* as a geography text

A gift from the 1950's remains an essential reference for a railfan

As adults, we realize that many of the most memorable gifts we received as children cost the giver nothing. Such was the case with my introduction to *The Official Guide of the Railways*. I received my first copy of the softcover, pulp-paper book from an Erie Railroad employee at the Rutherford-East Rutherford, N.J., freight house. I often rode my bike or walked there on summer afternoons to watch trains pass on the adjoining four-track main line, or observe the unloading of freight cars. From my frequent appearances and many technical questions, my interest in railroading was obvious to at least one freight handler, or possibly the agent himself.

Perhaps he prefaced his kindness with, "You might like to look at this," or thought, "There's a big world out there, kid, and this might lead you into it," as

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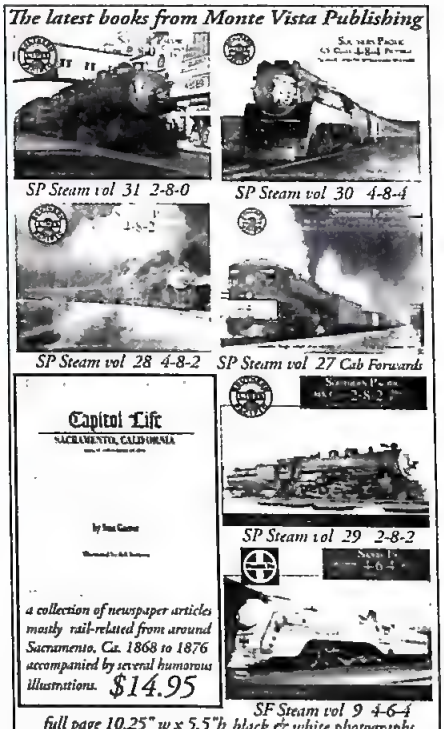

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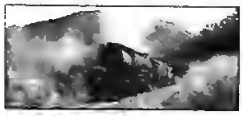

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he handed the thick volume to me. Benefactors often pass through our lives in anonymity, never knowing which of our sensibilities they have alerted. Or do they? Perhaps they, and we in turn, do consciously pass on clues for a wider awareness to others. My distant, and undoubtedly now deceased, patron provided a quantum encouragement to a curiosity that strongly suspected railroads to be a high road to adventure.

The *Official Guide* was published monthly by the Railway Publication Co. of New York City. Its full title was *The Official Guide of the Railways and Steam Navigation Lines of the United States, Porto Rico* (sic), *Canada, Mexico and Cuba*. It was an essential reference for railroad officials, passenger and freight agents, corporate traffic managers, and knowledgeable travelers. Listed within its pages were all the major railroads and short lines in North America, and it also contained some airline and steamship schedules. All major railroad entries included system maps. All long-distance passenger-train schedules were included, as were most branch-line, mixed-train, and commuter services (many of these latter routes had a simple inclusion acknowledging service). Virtually all trains carrying diners, sleeping cars, dome cars, observation cars, and parlor cars had such equipment specified.

All main lines and most branches that hosted "freight service only" had their towns and stations listed in numbered tables in milepost order. Lists of officials were carried for each road, and operating and mechanical department locations were given. Here, in one book, were the longitude and latitude of an industry entrenched in American culture and its paralleling and intersecting routes, displayed on dozens of maps that were to become my coordinates as well.

The cover of my gift had an issue date of May 1954 and wore an added forwarding label with the Erie diamond on top. It contained 1,504 pages covering, by my own rough count, 735 railroads. A subscription at the time was $28 per year for 12 issues, and railroads bought them by the hundreds and thousands to enable their agents to accurately route freight shipments and sell tickets. It was not necessary, though, that all who used them have the most recent issue. The forwarding list on this copy had 12 names beginning with the general manager's office and ending with an obscure rural station that probably saw little business. As each individual or station received a more recent copy, the earlier one was forwarded to the next recipient. My copy, more than 12 months old and not routed to Rutherford-East Rutherford, wound up there anyway.

Most useful to me was the index, at the back of the thick tome, of towns located on railroads in North America. The *Guide* became my constant traveling companion. Every time our family car paralleled or bumped across a set of unknown tracks, I immediately consulted the *Guide*'s index to see what railroad it was and where on it we happened to be.

This habit of referring to the book has long been second nature and is as useful today as it had been then. If a line I'm looking at today is now part of BNSF, Union Pacific, or CSX, I wonder, was it part of the "original" core company or a more recently absorbed property? What route crossed it here at grade and left a tower foundation and concrete signal pedestals as unofficial historical markers? Does Amtrak's *Lake Shore Limited* have an all-CSX route to Chicago? Who served this abandoned grain elevator whose rusty, corrugated siding rattles in the South Dakota wind?

I have an even larger obsession with identifying abandoned rights of way; finding the builder of a deteriorating, vacant station; or knowing from what point a rusting milepost's number was measured. If the *Guide* is insufficient to such an inquiry, I'm compelled to stop at a cafe or gas station and make inquires. It's my nature.

My 1954 gift issue has long become too brittle for the rigors of travel, so it sits at home on a reference shelf with several other *Guides* from various years. The oldest dates to the 1930's and is consulted when questions of a "theological" nature arise in rail history. Now I'm likely to make photocopies of maps and pages that may be of use on an auto trip. But if I'm riding Amtrak, I

still like to take along an older *Guide* and keep it in a protective cardboard box inside a travel bag. Trains are sometimes rerouted over odd lines, and I don't like the feeling of disorientation that can follow. I also carry standard road maps as a useful adjunct to the *Guide*, and they provide present-day reference points to clarify details.

I write this on the third day of a trans-Canada trip on VIA Rail No. 2, the *Canadian*, in the dome. Few passengers are up here on this cold February day. I occupy a forward seat as we curve into a town where snow-covered yard tracks extend off to the north. I consult the timetable and peer ahead through the glass toward the approaching station, its name obscured by blowing snow. C-A-P-R-E- . . . right, Capreol, a division and major junction point on Canadian National. Now, what lines come in here? I open the well-worn *Guide* to the yellow Post-It-marked CN maps . . . hmmm, OK, that must be the route to North Bay, and there is . . .

I have always liked geography (haven't most of us?), and my sense of North American land features and places had to be enhanced by this constant reference to a *Guide*'s ever-yellowing pages. Later that evening I would dine with a Vietnamese couple heading to Hamilton, Ontario, and a Californian bound for Halifax, Nova Scotia. Off to the southwest, beyond the lights of Parry Sound, was Georgian Bay, separated from Lake Huron by the Bruce Peninsula and Manitoulin Island. Every one of these places I knew and could readily find on a map, partly thanks to the simple gift of an *Official Guide* in those restless and eager days of adolescence.—*Robert E. Mohowski*

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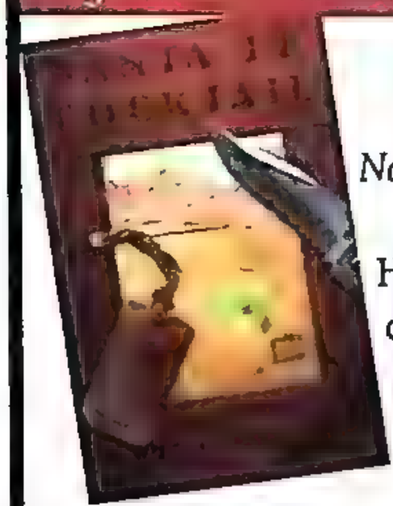

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Railroading at home with cardboard, wood, and a rollaway bed

In 1945, when I was 6, the term "foamer" was long in the future, but so immersed in trains did I become that I must have been one of the original "foamers." I certainly had lots of exposure. At the time, our family lived in Winnetka, Ill., just a short jaunt north from Chicago, and I rode the North Shore Line interurban to school daily. From time to time, I would ride to Chicago behind the gaunt Pacifics of the Chicago & North Western, and I also rode to Milwaukee on the C&NW's elegant, yellow-and-green *400*.

The trains were never just left at the station, not at all. For my sixth birthday, I was given an American Flyer trainset that had been on the back shelf of our local hardware store since the start of World War II and cost a staggering $8. My father and I set it up in my bedroom on a simple oval, and, although my first train had no reverse, it still gave me hours of enormous fun.

Moreover, trains in the house were not confined to my bedroom, and this is where the Duff family rose to unparalleled distinction in the art of parenting a small but ardent foamer. There was a breakfast cereal called Kix, which I haven't seen in years. I do not recall Kix *per se*, but I certainly remember the nifty stuff that came in each box: three cardboard cutouts of locomotives and rolling stock, which one assembled by folding along dotted lines and locking the corners together with little tabs. I wish I could recall all of what ultimately came out of all those boxes of Kix, but I did end up with a handsome collection of heavyweight Pullman cars, a New York Central Niagara, and an NYC Alco PA, among other goodies.

Oddly, those Kix trains also gave me an entrée into the world of music, eventually my chosen profession. I would play with them on a ledge at the top of the stairs on Sunday afternoons while my parents listened to the CBS broadcasts of the New York Philharmonic, and all those majestic noises wafted up the stairwell to provide a sound-track for my cardboard railroading.

What tested the family's mettle, though, were the untold tons of Kix my parents and sister had to eat that year,

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Where time stood still
Canadian National 4-6-0 No. 1002 departs the branchline terminal at Loggieville, New Brunswick, located on Miramachi Bay off the Gulf of St. Lawrence, with the 6:40 a.m. train to Newcastle, 17 miles away on CN's Moncton-Matapedia main line. Although photographed in July 1946, the wooden water tank, elderly locomotive, and varnished wood cars (both innocent of steam heat, as their rooftop stovepipes attest) suggest a style of railroading from decades earlier.

starting off each day swollen and bloated with the stuff. Why I was not disowned I will never understand. But more was to come.

Among my collection was a wooden passenger train my father built for me during the war years when any form of toy train was hard to come by. It too was great fun, and underwent a curious variation after a trip to Chicago that included a ride on a streetcar. Suddenly I became obsessed with trolleys, hence the next chapter of my little saga.

The center upstairs hallway of our house was nearly 30 feet long, with the stairway railing at one end and a chest of drawers at the other. I "borrowed" a ball of string from my mother, who was working downstairs, and strung a "trolley wire" from the railing to a knob on the chest of drawers. By dint of some rudimentary geometry and calculations of components of force, I got my trolley wire to go around two corners. I equipped my three wooden passenger coaches with wire trolley poles, bent at the top to slide along the string, and, *voila*, I had a streetcar system. Why nobody tripped on the string or, for that matter, got mad, remains a mystery. In any event, my trolley system remained in place for a couple of days until I got bored with it and moved on to . . . the Chicago subway!

I was fascinated, not only with trains running under the ground, but also up in the air, as much of the Chicago transit system did. I just *had* to play Chicago Transit. And I had the equipment to do so, right in the house, right in my bedroom: a rollaway bed. In its folded mode, the bed made a perfect subway car, and the long center hallway made a perfect subway, complete with hardwood floor for the requisite acoustics.

I acquired a route map of the Chicago transit system, made up destination signs of the cardboard that came in my father's shirts from the laundry, and away I went, thunderously roaming all Chicagoland, through the Loop, out to Ravenswood, Kenwood, Evanston, and wherever else the "L" ran, kicking myself along like a modern skateboarder. I established branches into my sister's and parents' bedrooms and into the bathroom, where occurred my only mishap. I was pushing my bed/subway car out of the bathroom and capsized the thing, trapping me inside.

Again the family was wonderfully patient. The noise level must have been unbearable, and what the hard, little wheels of my rollaway bed probably did to the floor, I don't want to think about. I was not a wild child without limits, but I think on this one I may have been allowed to push the envelope just a bit. Imagination and creativity were the essence of our family.

Snappy silver cars still roam the Chicago transit system over the same trackage I knew when I was 6. My little wooden train, though, and, I fear, Kix cereal now are vanished in the mists of time.

All of this was 60 years ago, but I think it would be nifty this year to celebrate the 60th anniversary of being 6. In our basement, you see, there is a rollaway bed . . . —*Steven Duff*

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(Required by 39 USC 3685)

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1) Paid or requested mail subscriptions	37,179	35,744
2) Paid in-county subscriptions stated on Form 3541	0	0
3) Sales through dealers and carriers, street vendors, and counter sales	23,895	22,786
4) Other classes mailed through the USPS	0	0
c. Total paid and/or requested circulation (sum of 15b1, b2, b3, and b3)	61,074	58,530
d. Free distribution by mail (samples, complimentary, and other free)	33	30
e. Free distribution outside the mail (carriers or other means)	0	0
f. Total free distribution (sum of 15d and 15e)	33	28
g. Total distribution (sum of 15c and 15f)	61,107	58,560
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17. I certify that the statements made by me above are correct and complete.
Michael Barbee, Corporate Circulation Director. Date: September 29, 2005

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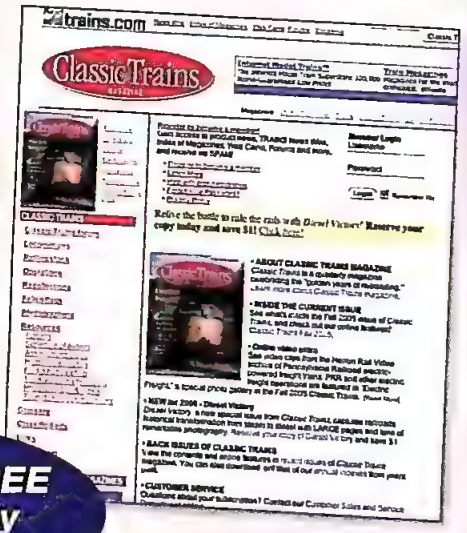

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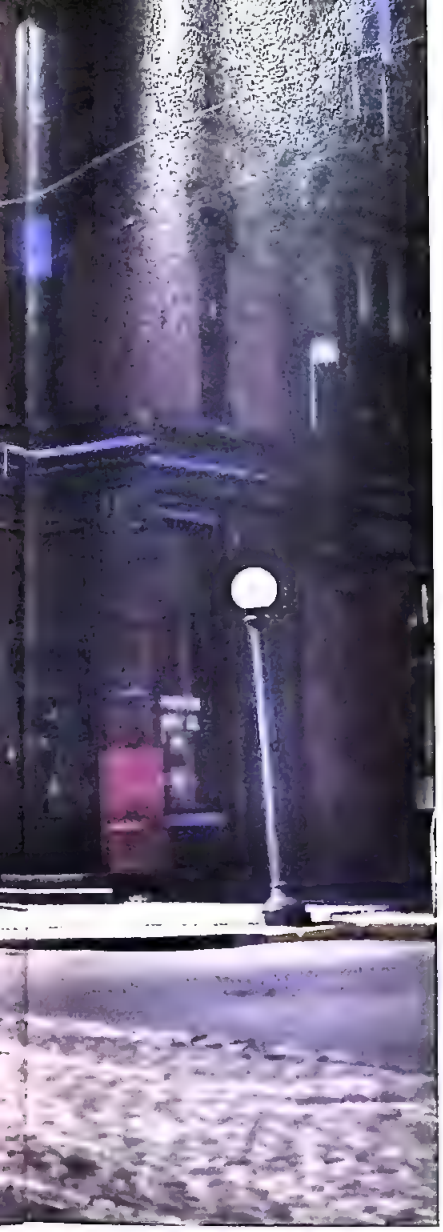
George Krambles photo, Krambles-Peterson Archive



Trolleys in the Twin Cities

At its 1931 peak, the Twin Cities Rapid Transit system spanned a territory nearly 50 miles wide, from the lake country west of Minneapolis to the St. Croix River east of St. Paul. These three views show Minnesota's largest traction system in the few years preceding the last day of service, June 18, 1954. In St. Paul (left), TCRT car 1833 is eastbound on Kellogg Boulevard (3rd Street) at Smith Avenue, just down the hill from the Selby Tunnel, on a Selby-Lake line run from Minneapolis. Until PCC's began arriving in 1945, all of TCRT's cars were home-built; No. 1833 was part of a 68-car order produced by TCRT's Snelling Shops in 1916-17 (like nearly all TCRT cars, these were single-enders). PCC No. 384 (below), a 1947 St. Louis Car product, mixes it up with two Snelling-built cars on Hennepin Avenue in downtown Minneapolis. The cars are crossing 5th Street, today occupied by the tracks of Metro Transit's new Hiawatha light-rail line. To the southwest (lower left), PCC 357 (St. Louis, 1947) pulls away from the Swiss chalet-style Lake Harriet station on the Como-Harriet line. In 1970, the Minnesota Transportation Museum began a project to restore operation on a mile of track here. Now running under the auspices of the Minnesota Streetcar Museum, original TCRT cars provide rides on this portion of the scenic line.

Above and top left: J. R. Williams photos, Krambles-Peterson Archive

First Out

Daylight
MICHAEL GROSS
Television star MICHAEL GROSS hosts this program which gives the history of the Daylight from 1937 to 1971. The program features interviews with people who rode, operated, and managed this Southern Pacific train for 34 years.
Recently-discovered professional 16mm color film provides viewers with brand new images of one of America's most famous streamlined, steam locomotive hauled trains. Amtrak's current Coast Starlight is also included in the program

Hosted by actor and railfan Michael Gross, this well-executed video production focuses on Southern Pacific's colorful signature Los Angeles-to-San Francisco passenger train from its 1937 inauguration through its glory years in the 1940's and early 1950's. The coming of diesels in the '50's and the overall decline in passenger traffic through the 1960's are also covered, as is the the formation of Amtrak in 1971 and the emergence of its L.A.-to-Seattle *Coast Starlight.* Lots of period color and black-and-white footage—a good deal of it showing the train's famous GS-class steam locomotives in action—showcase the *Daylight*'s operations. Still-photos, movies, and narration cover the train's creation—notable in the Depression-era 1930's—as well as its design and equipment. This professionally done video is a pleasure to watch, and includes interviews with engineers, passsenger agents, and other employees as well as historians and others connected with the famous train. Anyone with an interest in passenger trains at their best, or in California's premier railroad in the classic era, will want to look at this program.—*Jeff Wilson*

• *Daylight: The Most Beautiful Train in the World.* RK Publishing, Golden, Colo.; order from Herron Rail Video, herronrail.com, (800) 783-3886; DVD; 56 min.; $24.95.

Other Videos

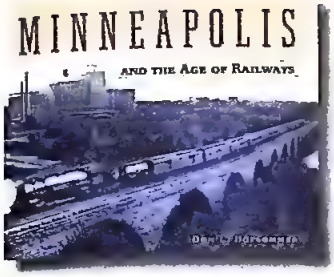
This presentation focuses on the restoration of Canadian Pacific class H1b Hudson No. 2816, which had spent more than 35 years on static display as part of the Steamtown collection in Vermont and Pennsylvania. The passenger locomotive, built by Montreal Locomotive Works in 1929, had last run (in commuter service) in 1960 and then served as a stationary boiler before heading to Steamtown in 1962. The program includes still photos and a couple of early movie clips of the 4-6-4's service life, with narration providing details on the locomotive's history and narrow escape from the scrapper's torch. In 1998 the CP re-acquired the locomotive and began restoring it to operating condition, and the bulk of the video shows the 2816 after completion of its restoration in 2004, with several run-by sequences (with nice sound) of the restored locomotive pulling passenger excursions in and around Montreal.—*J.W.*

• *2816 East: The Return of Dominion's Dream.* Chandos Television Productions, Cornwall, Ontario, Canada; www.chandostelevision.ca; (613) 347-1511; DVD; 25 min.; $21 U.S. ($25 CDN).

Susquehanna fans especially will enjoy this nearly two-hour program, which showcases railfan Bob Underwood's 8mm movie footage of New York, Susquehanna & Western passenger operations from 1961 to 1966. Scenes include trains, with lots of period locomotives and equipment, as well as studies of many scenes and details along the line. Underwood's narration describes the locations and action. A paper insert accompanying the DVD presents a reproduction of a "Susie Q" public timetable and a system map, which helps the viewer trace the action shown on-screen. As with much early amateur movie footage, the image quality of the original film varies greatly, but the trade-off is getting to see some rare 1960's footage of an often-overlooked railroad. Followers of the NYS&W, now greatly expanded from its original New Jersey lines, should enjoy this look back at the last years of the road's passenger service.—*J.W.*

• *Bygone Days on the Susquehanna.* RonRail Pictures, Waldwick, N.J.; www.ronrailpictures.com; (201) 445-8928; VHS or DVD; 1 hr., 56 min.; $24.95.

Books



Minneapolis's rich rail history is given thorough treatment here by historian and author Don L. Hofsommer. The text of this well-designed book describes the coming of the first railroads in the 1860's, through the boom of passenger traffic and the lumber and flour industries of the early 1900's, and the evolution of this traffic in the 1950's. A nice selection of over 200 black-and-white photos supports the text, showing scenes and action from all area railroads, with lots of maps and other artwork. This book is a must for modelers and railfans of the Twin Cities.—*J.W.*

• *Minneapolis and the Age of Railways*, by Don L. Hofsommer. Univer-sity of Minnesota Press, Minneapolis, Minn.; www.upress.umn.edu; (612) 627-1970; 11 x 9 in.; hardcover; 338 pages;

This book highlights steam operations of Canadian Pacific, with a sampling of Canadian National, in and around Brandon, Manitoba, as well as other areas of that prairie province. The text is limited, but 60 sharp black-and-white photos (with extended captions) show a variety of steam locomotives, including Royal Hudsons, Pacifics, Ten-Wheelers, 4-4-4's, and others from the 1930's through the '50's.—*J.W.*

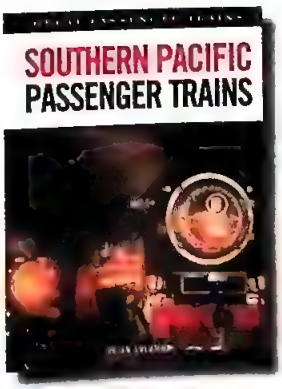
• *Canadian Steam in the Prairies, Towns & Cities*, by Joseph P. Boreskie. The Railroad Press, Hanover, Pa.; www.alco628.com; (717) 637-3852; 8½ x 11 in.; softcover, 42 pages; $16.95.

Noted photographer Robert Hale spent much of the 1940's and '50's capturing mainline steam and first-generation diesels on the Santa Fe, SP, and UP in California and other western states. Donald Duke has compiled more than 230 of these b&w photos, which now reside in the Malcolm McCarter collection, including several dramatic night shots. Many locations are covered, including such hot spots as Tehachapi and Cajon.—*J.W.*

• *Railroad Photography: Western States*, Robert O. Hale, complied by Donald Duke. Golden West Books, San Marino, Calif.; www.goldenwestbooks.com; (626) 458-8148; 11 x 8½ in., softcover; 118 pages; $36.95.

SP's colorful *Daylights* and other trains are the subject of this book from MBI's Great Passenger Trains series. Prolific rail author Brian Solomon provides a good overview of SP's passenger train routes and equipment development, from long-distance trains to Bay Area commute runs. The book concentrates on the period from the 1930's through the downturn of service in the late '50's and '60's and into the Amtrak era. More than 160 photos (many in color) support the text, along with period advertisements, postcards, maps, and other artwork.—*J.W.*

• *Southern Pacific Passenger Trains*, by Brian Solomon. MBI Publishing Co., St. Paul, Minn.; www.mbipublishing.com, (800) 826-6600; 8½ x 11 in.; hardcover; 162 pages; $34.95.



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C&EI 1008, uncovered

The Chicago Line's *Dixie Flagler* engine didn't keep her new clothes for long

Union Switch & Signal

Having lost its streamlining, No. 1008 is just another C&EI Pacific as it hits the Wabash diamonds at Danville, Ill., with Chicago-Evansville local No. 1 on March 30, 1948.

In their quest for publicity and passengers in the 1930's and '40's, railroads unveiled their new streamlined trains with lots of fanfare. Conversely, the generally gradual *de*-streamlining that often followed tended to occur virtually unnoticed.

The Chicago & Eastern Illinois Railroad's *Dixie Flagler* 4-6-2 is a case in point. So proud was "The Chicago Line" of its first piece of streamlined equipment that the road sent step-by-step photos of the work to media outlets, including TRAINS. Those photos have been in the Kalmbach files for 65 years, and inspired the "How to Streamline a Pacific" article in this issue [pages 60-65]. But apparently the C&EI did not shine a similar spotlight on the revisions to No. 1008's cowling following a wreck (although railfans caught the altered engine in action—see pages 8-9), let alone the complete removal of the streamlining.

Indeed, the only evidence in our files that No. 1008 was restored to conventional appearance at all is the photo above, supplied by Union Switch & Signal, presumably to show off its products installed at North Yard, the C&EI-Wabash crossing in Danville, Ill. As it happens, the locomotive in the photo is the 1008, demoted from the *Dixie Flagler* to a nameless local and most certainly not streamlined. US&S dated the photo, so at least we know that the Pacific had lost its shrouding by March 30, 1948. This makes sense, as few streamlined steam engines survived World War II and the influx of diesels in the early postwar years without losing their fancy paint jobs and extra sheet metal.—*Rob McGonigal*

Credit catch-up

In our Winter 2005 issue, we inadvertently omitted the credit line below the picture of Broad Street Station in Richmond, Va. ["Bumping Post," page 98]. Master lensman J. Parker Lamb made the photo.

R&LHS announces rail history awards

The Railway & Locomotive Historical Society announced the recipients of its annual Railroad History Awards on October 1 in Harrisburg, Pa., in conjunction with the annual meeting of the Lexington Group in Transportation History.

The George W. and Constance M. Hilton Book Award went to Richard Steinheimer and Jeff Brouws for *A Passion for Trains: The Photography of Richard Steinheimer,* published by W. W. Norton & Co. in 2004. "Stein's" pictures have appeared in railroad books and magazines for more than 50 years, but Brouws' book is the first to place the great photographer's work in the context of fine art.

University professor H. Roger Grant received the Gerald M. Best Senior Achievement Award. Among Grant's 22 books are histories of the Chicago Great Western, Erie Lackawanna, Chicago & North Western, and Wabash.

Greg McDonnell and James P. Shuman shared the Fred A. and Jane R. Stindt Photography Award. McDonnell began photographing railroads in 1964, at age 10. Since then, his pictures have been published in many magazines and books, including CLASSIC TRAINS, TRAINS, and several volumes from Boston Mills Press. The Kitchener, Ontario, native is a prolific author as well (his essay on the Toronto, Hamilton & Buffalo Railway begins on page 16 of this issue).

Shuman, an early user of color film, was born and now lives in Lancaster, Pa., and had a long career with the Pennsylvania Railroad and Penn Cen-

Photo by Ted Rose, ©2005 Center for Railroad Photography & Art

Noted watercolor artist Ted Rose was a talented photographer as well. Here, NdeM steam locomotives stand at the Valley of Mexico engine terminal, Tlalnepantla, in 1960.

Ted Rose exhibit scheduled

The Center for Railroad Photography & Art and the Haggerty Museum of Art, at Marquette University in Milwaukee, Wis., are planning a major fine arts exhibition, "Railroads and the American Industrial Landscape: Ted Rose Paintings and Photographs," from March 9 to May 29, 2006, in the museum's gallery. The Center also plans a conservation and publishing program.

The Center is presenting the program with the cooperation of Polly Rose and the Ted Rose Studio of Santa Fe, N.Mex. An exhibition catalog is in preparation. Archivists and volunteers at the center's archive at Lake Forest (Illinois) College's Special Collections Department are cataloging and conserving the prints and negatives. A book of Rose's photography is planned for 2007.

Rose (1940-2002), a Milwaukee native and former Kalmbach employee, was well known for his watercolor painting. He was awarded signature memberships in the prestigious American Watercolor Society, National Watercolor Society, and several regional groups. Rose's seldom-seen photographs made between 1956 and 1962 are a tribute to his artistic talents early in his career.

The Center's annual photography conference is scheduled for Saturday, March 25, 2006, at Marquette University, so people attending the conference can see the Rose exhibit. To learn more, visit www.railphoto-art.org.

tral. Shuman's concentration on electric railroading is reflected in the all-color *Under Pennsy Wires with James P. Shuman* (Morning Sun Books, 2000), authored by Jeremy F. Plant.

The David P. Morgan Article Award was presented to Ric Morgan for "Inside Story of the Dome," which was published in the Fall/Winter 2004 issue of the R&LHS journal *Railroad History*. An outgrowth of Morgan's dome-car research for the article is his forthcoming book on the General Motors *Train of Tomorrow*, scheduled to be published by Indiana University Press in 2006.

Pacific Electric postponed

The Pacific Electric "Fallen Flags Remembered" article mentioned in the "Coming next issue" box on page 97 of our previous issue (Winter 2005) has been postponed. It will appear in our next issue (Summer). ■

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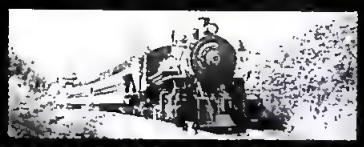

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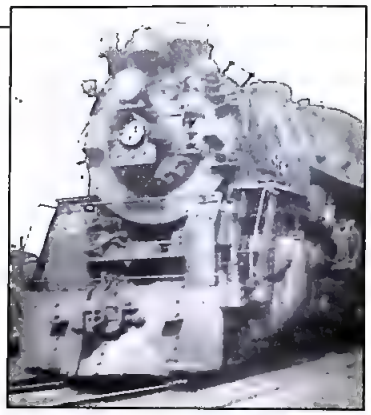
Summer Edition

- **B&O's Big Sixes**
  Locomotive historian Bert Pennypacker looks at Baltimore & Ohio's fleet of versatile 2-10-2's

- **Bird's-Eye View**
  Canadian National and Canadian Pacific in Montreal
- **My First Berkshire**
  A Nickel Plate fan recalls a memorable close encounter with 2-8-4 No. 700 in Buffalo



- **Classics Today: Fort Wayne's Berkshire Bounces Back**
  After a multi-year overhaul, NKP 765 is ready for fantrip service again
- **Arkansas Army Days**
  A World War II assignment introduced a New Jersey man to the likes of the MoPac, Katy, Frisco, Cotton Belt, and other south-central roads

- **One Day at ... Spokane, Wash.**
  Senior Editor Dave Ingles spends a day with the GN, NP, SP&S, and UP
- **Learning the Basics on the B&M and Soo Line**
  A railroader reflects on the cultural differences between two regional carriers in the early 1970's
- **Fallen Flags Remembered**
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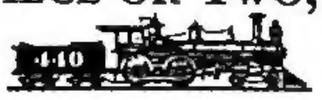
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August in Augusta

Georgia Railroad train 2 from Atlanta curves into the shade of the trainshed at Augusta Union Station on a sunny August 10, 1960. At left, cafe-parlor car *Goldsboro* carries the markers of Atlantic Coast Line train 50, soon to depart for Florence, S.C. Built in 1902, Augusta's was a true union station, handling the trains of all six roads (ACL, Central of Georgia, Charleston & Western Carolina, Georgia Road, Georgia & Florida, and Southern) that served the Peach State's third-largest city. When Augusta's last passenger train left in 1968 (leaving only the Georgia Road mixeds, which used a "yard depot" until ending in 1983), the ornate, Spanish Renaissance-style headbuilding and its 500x142-foot trainshed lost their reasons for being, and succumbed to the wrecking ball in 1972.

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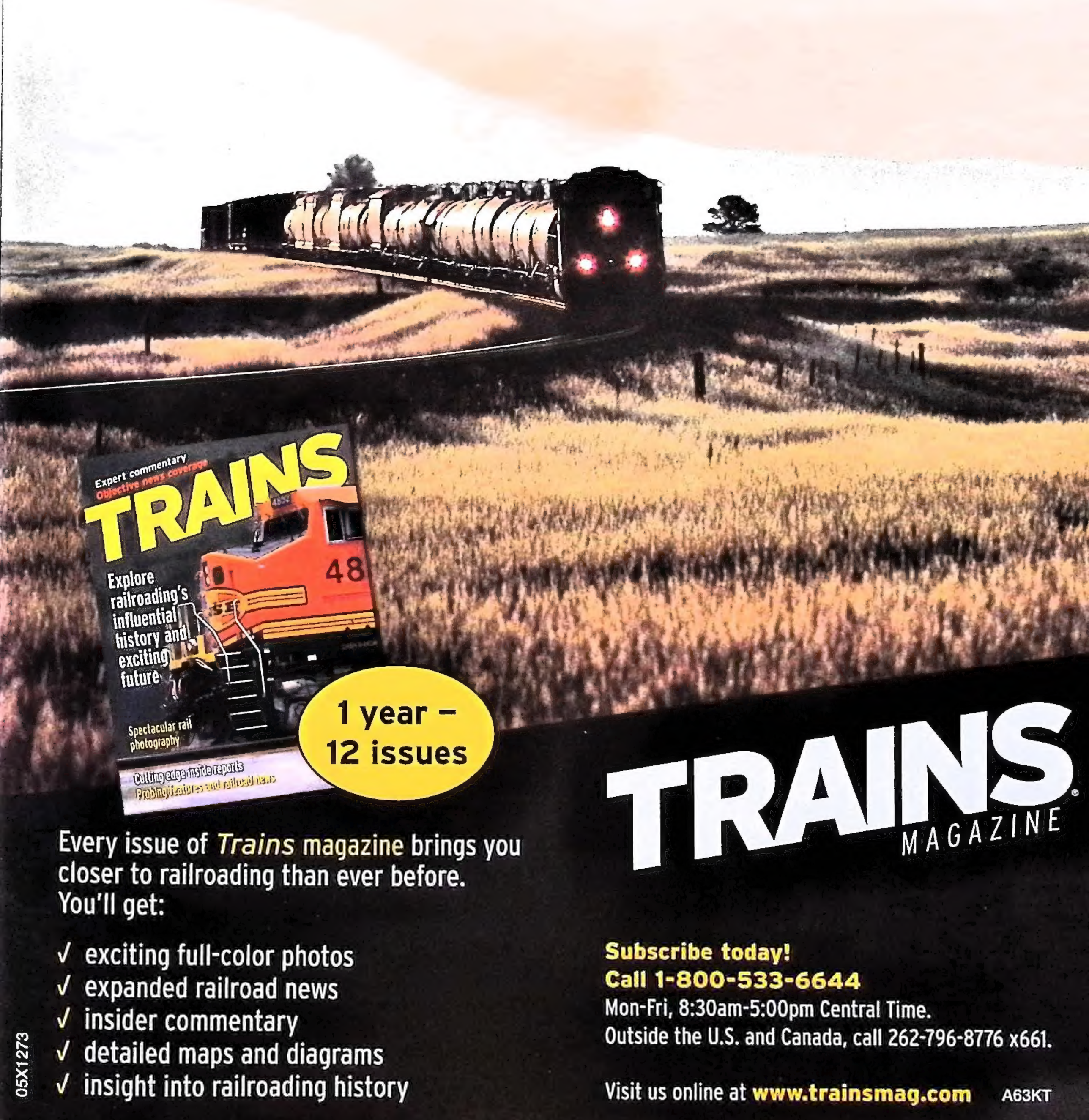

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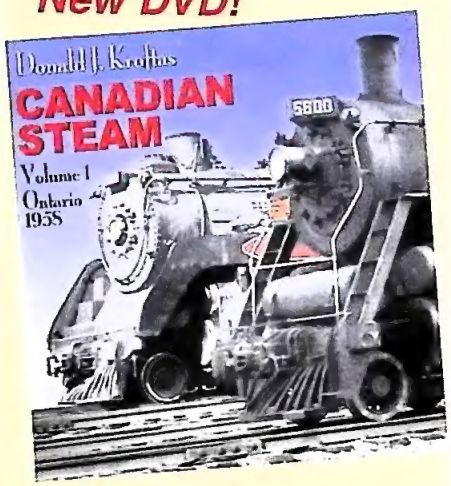

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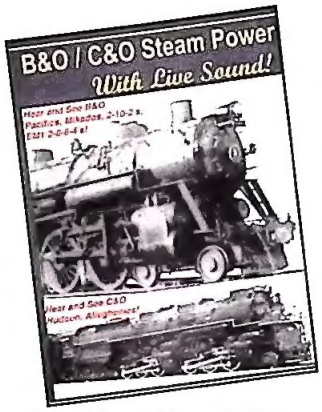

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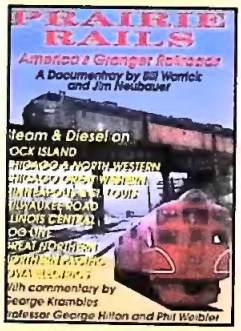

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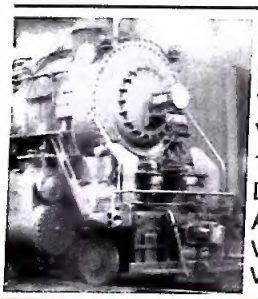

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